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IN

EASTERN CANADA

COMPRISING THE

MARITIME PROVINCES

AND THE PROVINCES OF

ONTARIO AND QUEBEC

INFORMATION RESPECTING PHYSICAL FEATURES, CLIMATE, AGRICULTURAL PRODUCTIONS, FISHERIES, AND MANUFACTURING INDUSTRIES

1897

OTTAWA
GOVERNMENT PRINTING BUREAU
1898

If, after reading this pamphlet, any further information is required, application may be made to any of the following officials :—

IN GREAT BRITAIN.

The Canadian High Commissioner,
17 Victoria Street, S.W., London.

The Canadian Government Agent,
15 Water Street, Liverpool.

The Canadian Government Agent,
52 St. Enoch Square, Glasgow.

The Canadian Government Agent,
2 Abbey Street, Dublin.

W. G. Stuart, 66 South Guildry St., Elgin, Scotland.

W. L. Griffith, 10 The Walk, Cardiff, Wales.

IN CANADA.

The Superintendent of Immigration,
Department of the Interior, Ottawa.

The Commissioner of Immigration,
Winnipeg, Manitoba.

IN THE UNITED STATES.

M. V. McINNES, No. 1 Merrill Block, Detroit, Michigan.

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JAMES GRIEVE, Reed City, Michigan.

J. S. CRAWFORD, 408 Board of Trade, Kansas City, Missouri.

BENJAMIN DAVIES, 154 East Third Street, St. Paul, Minn.

T. O. CURRIE, Stevens Point, Wisconsin.

C. J. BROUGHTON, 1223 Monadnock Building, Chicago, Ill.

W. V. BENNETT, 119 New York Life Building, Omaha, Nebraska.

W. H. ROGERS, Watertown, South Dakota.

Or for rates of passage, to any of the Canadian Pacific Railway Agencies, or to the Agents of the Canadian Steamship Lines.

Parliament Buildings, Ottawa.

DOMINION OF CANADA

THE Dominion of Canada came into existence on July 1st, 1867, under the terms of an Act of the Imperial Parliament, known as the British North America Act, which provided for the union of the provinces of Canada, Nova Scotia and New Brunswick; the Province of Canada being immediately before that time divided into Upper and Lower Canada, which divisions are known now as Ontario and Quebec, respectively. The Dominion was subsequently augmented by the Province of Manitoba and the North-west Territories in 1870, by British Columbia in 1871, and Prince Edward Island in 1873, and now includes the whole of British North America, with the exception of Newfoundland.

Area. The following figures show the computed area of the Provinces and Territories of Canada :—

	Sq. Miles.
Ontario	222,000
Quebec	228,900
New Brunswick	28,200
Nova Scotia	20,600
Prince Edward Island	2,000
Manitoba	*73,956
British Columbia	383,300
Provisional District of Assiniboia..about	89,535
" " Keewatin.. "	282,000
" " Saskatchewan "	107,092
" " Alberta.... "	106,100
" " Athabasca... "	104,500
North-west Territories	906,000
Territory east of Keewatin and south of Hudson's Bay	196,800
Territory of Hudson's Bay	358,000
Islands in Arctic Ocean and Hudson Bay.	300,900
Great Lakes and River St. Lawrence east to longitude 66°, not included in above areas	47,400
Area of Canada	3,456,383

*This is for Manitoba as defined by Act of the Canadian Parliament.

Population. According to the census returns of 1891, the population of the Dominion was as follows :—

Prince Edward Island	109,073
Nova Scotia	450,396
New Brunswick	321,263
Quebec	1,488,535
Ontario	2,114,321
Manitoba	152,506
British Columbia	98,173
The Territories	98,967
Total	4,833,239

Religion. There is no State Church in Canada, and the utmost religious liberty prevails. Newly arrived adherents of nearly all denominations will have no difficulty in finding congenial church society. Churches and chapels are numerous and widely distributed.

Each church manages its own affairs, and the stipends of the clergy are paid out of endowments, pew rents, and other such funds. There are are no tithes or church rates, excepting in the province of Quebec, where the Roman Catholic Church possesses some qualified power in this respect, but only over persons professing that faith.

Constitution of Government. The Government of Canada is Federal. The provinces have Local Legislatures. By the British North America Act, before referred to, the executive government and the authority of and over Canada remains in the Queen. The Governor General for the time being carries on the government in the name of Her Majesty, but is paid out of the Canadian revenue. The Dominion Parliament consists of an Upper House, styled the Senate (81 members), and the House of Commons (213 members). The Senators are nominated for life by the Governor General on the advice of the Executive Council. The Commons are elected for five years. The franchise for both the Federal Parliament and the Provincial Legislatures practically confers the voting power upon nearly all male residents of full age. At the head of each of the provinces is a Lieutenant-Governor, appointed by the Governor General, and paid by the Dominion. He is the executive head of the Provincial Government and medium of communication between the provinces and the Federal Government. In some of the provinces there are two branches of the legislature in addition to the Lieutenant-Governor, but in Ontario, New Brunswick, Prince Edward Island, Manitoba and British Columbia there are only single Houses. This, however, is a matter entirely within the control of the local authorities, as are also the election of members, franchise qualifications, and alteration of the electoral districts for the Provincial Legislatures, but the duration of the Local Assemblies is fixed at four years. The powers of the Dominion Parliament, the Provincial Legislatures, and the contributions to the revenues of the latter from the Dominion Treasury, are defined by the British North America Act and the Acts passed under it. Legislation upon local matters is assigned, as a general rule, to the provinces. There is generally a perfect system of municipal government in the provinces constituting the Dominion, by which municipal councils, elected by the people, control and govern matters of purely local and municipal concern. In every Act of Parliament or Legislature one object sought has been to give the utmost possible freedom to localities to manage their own local affairs.

Municipal System.

Education. Free education is furnished in all the various provinces of Canada. Generally speaking, the system may be described as follows :—Every township is divided into sections sufficiently large for a school. Trustees are elected to manage the affairs, and the expenses are defrayed by local rates and Provincial Government grants. Teachers are trained at Normal Schools at the public expense. For those who can afford it—and the cost is very small—there are schools of a higher grade, managed also by trustees. At these, as well as at many excellent private establishments, a classical education is given, and pupils are prepared for the professions. There are eleven universities and colleges which confer degrees of Divinity, Arts, Law, Medicine, Civil Engineering, &c., besides several that only confer degrees in Divinity —the Church of England, Roman Catholics, Presbyterians, Methodists and Baptists, all having special theological colleges. There were upwards of 13,000 students in attendance at the various colleges in 1895, and

more than one million receiving direct education in the schools of the country. For the higher education of girls there is also a number of colleges and schools. In no country in the world is good education more generally diffused than in Canada, and the highest prizes the country offers are open to all, rich and poor alike.

The Administration of Justice. The criminal and civil laws of Canada, as well as their administration, ensure impartial justice for all, and give everywhere a sense of satisfaction. The criminal law is based upon the English system. The judges are appointed by the Crown during good behaviour; and they are chosen, whatever Ministry may be in power, from among those who, by their ability, learning and standing at the Bar, have worked their way to the front of their profession.

The Courts. The highest is the Supreme Court of Canada, composed of a Chief Justice and five puisne judges. It has appellant jurisdiction throughout the Dominion, in criminal as well as in civil cases. There is also an Exchequer Court, for trying cases connected with the revenue, which also has jurisdiction as a court of Admiralty. These are the only Dominion courts, all the others being Provincial. In the chief towns and cities there are stipendiary magistrates, who sit daily for the hearing of ordinary police cases. They also have jurisdiction in certain civil cases, such as the non-payment of wages. Aldermen of cities have magisterial powers, ex-officio. In all parts of the country there are justices of the peace, holding their commissions from the Lieutenant-Governors, who inquire into cases which may arise within their respective jurisdictions. The system of trial by jury everywhere prevails. The expenses of litigation are, as a rule, less than in England, on account of the efforts which have been successfully made to simplify all proceedings.

The Military Forces of Canada. The active militia consists of about 40,000 men and although legislative power exists to enable the Government to keep up its strength by ballot if occasion should arise, and to call upon nearly the entire male population between the ages of 18 and 60 years, to serve under arms in case of emergency, service has been cheerfully offered, and no difficulty has been experienced in keeping up the proper strength of the force. The various battalions of the force, which is under command of a general officer of the British Army, are called out for a number of days' drill each year, for which the officers and the rank and file receive payment. Commissions are granted to persons living in the Dominion who are able to pass the qualifying examination imposed by the regulations.

A small regular force has also been organized, consisting of about 1,000 men, divided into cavalry, artillery and infantry, forming military schools in various parts of the Dominion, where courses of instruction are given to the officers and men of the militia regiments. It is well to say, however, that no difficulty is experienced in filling any vacancies that may occur in this force, and that no persons are encouraged to go out to Canada on the chance of securing commissions.

The Royal Military College of Canada, at Kingston, Ontario (Lieutenant-Colonel Gerald Charles Kitson, Commandant) is well known as an excellent school for military and general training. Four commissions in the British Army are regularly granted to graduates each year. Only boys whose parents have resided in Canada for at least five years are eligible for admission to the college, and they are also required to pass a matriculation examination.

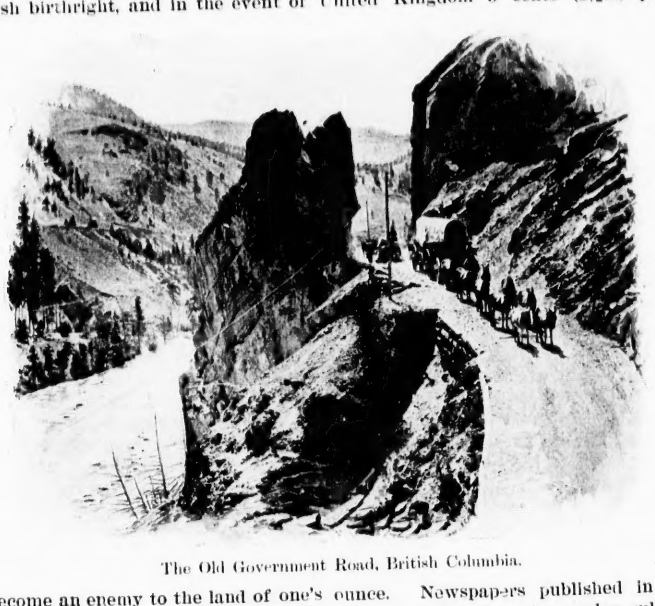
The North-west Mounted Police force numbers 714 officers and men, and is engaged in the maintenance of law and order in the North-west Territories. No recruiting is done in Great Britain, and persons wishing to join must make personal application at the office of the Commissioner of the force at Regina, North-west Territories. They are required to undergo a medical examination. Married men will not be engaged. The minimum height is 5 feet 8 inches, the minimum chest measurement 35 inches, and the maximum weight 175 pounds. No one is encouraged to proceed to Canada on the chance of obtaining a commission on this force.

Municipal Police. The ordinary police force throughout the Dominion forms part of the municipal system, and is paid from local or municipal taxes,

with the exception of a very small force maintained by the Dominion in connection with the Parliament Buildings and of the North-west Mounted Police.

Naturalization. No question of naturalization arises in connection with the emigration of British subjects to Canada. Settling in the Dominion makes no more change in this respect than a removal from York, Glasgow, Swansea or Dublin, to London, and a new arrival has all the privileges of a Canadian-born fellow-subject. This is very important when compared with the position of a person who contemplates emigrating from the United Kingdom to the United States, for example. It is required that every one from the British Islands who desires to become an American citizen shall take two oaths, one of intention and one of fact, the latter after five years' residence. The effect of these oaths is pointedly and specifically to renounce allegiance to the Queen, to give up one's British birthright, and in the event of war to become an enemy to the land of one's birth. In some of the States—the State of New York, for instance—a British subject cannot hold real estate without taking such oaths, and cannot in any of the states exercise any of the political rights of American citizenship without so doing. On the other hand, the Canadian naturalization laws are marked by a spirit of greater liberality towards foreigners and such persons can transact any business and hold real estate without being naturalized. By residing three years and taking the oath of allegiance, they become naturalized British subjects. The oath is one of simple allegiance, and does not require any offensive renunciations. Naturalization confers political and all other rights.

Postal System. The postal system of Canada extends to every village and hamlet in the land. There is what is called a "city rate"—that is, for the delivery of letters in the city in which they are posted—of 2 cents per ounce. The ordinary rate in the Dominion and between Canada and the United States and Newfoundland is 3 cents (1½d.) per ounce or fraction thereof, and to and from the United Kingdom 5 cents (2½d.) per half ounce. Newspapers published in Canada pass free of postage to regular subscribers. Other newspapers, books, printed circulars, &c., pay postage at the rate of 1 cent per 4 ounces. Trade samples pass at the same



The Old Government Road, British Columbia.

rate, and ordinary parcels at 1 cent per ounce. One cent domestic post cards are in use and are available for correspondence with the United States. Private post cards are also permitted.

Money Orders. The money order system is similar to that in operation in England. The commission charged on local orders ranges from 3 cents (1½d.) for 2½ dollars, say 10s., to 40 cents (1s. 8d.) for 100 dollars, say £20. Money orders are also issued payable in the United Kingdom, in the same rates as those charged on similar orders issued in Great Britain, payable in Canada.

Telegraphs. The telegraph system in Canada is in the hands of public companies chartered by Act of Parliament, but the Government also owns some of the wires, chiefly in connection with the fisheries. The rates are very moderate, and every town and village of any importance possesses telegraphic facilities. The telephone is also in very active operation in most of the towns and cities of Canada, and is used to a very great extent, the number of telephone messages sent yearly being about seventy millions.

Newspaper Press. The Canadians are well supplied with newspapers. Every considerable village in the Dominion, publishes its newspaper, and in all the large towns there are several. These newspapers are for the most part conducted with energy and ability. They are supplied with full telegraphic reports from all parts of the globe.

Social Conditions. Inquiry is often made as to social conditions in Canada, as compared with Great Britain. It may be stated that distinctions of caste do not exist to the same extent as in the mother country. There is a careful preservation of those traditions which give the general features to English society, but there is no feudal nobility in Canada; almost every farmer and agriculturist is the owner of his acres—he is his own master, and is free to do as he will. This sense and state of independence permeate the whole social system, and produce a condition of social freedom unknown in older countries. With regard to the liquor traffic, local option generally prevails. By an Act of the Dominion Parliament marriage with a deceased wife's sister was legalized in 1882. As already explained, religious liberty prevails; education is practically free and unsectarian; and there is a liberal franchise. Members of Parliament are paid an indemnity. There is no system for legalizing pauperism, although orphans and the helpless and aged of both sexes are not neglected, being cared for under the municipal system before referred to, and by churches and charitable institutions. Altogether, a Canadian is able to look with pride and satisfaction upon the free and independent position which he enjoys, coupled as it is with opportunities of bettering his condition in life that he would hope for in vain in European countries.

Climate. The climate of Canada is a subject on which many persons get astray. Canada is one of the healthiest of countries; the returns of the military stations which existed until recently, and those relating to Halifax at present issued, prove this conclusively, apart from the general healthfulness of the population, which is a subject of remark by all visitors and new settlers. The census of 1891 showed that the death rate in Canada was one of the lowest rates recorded on the list of countries which have collected the necessary statistics. It is a significant fact that the complaints against the climate refer, at the present time, particularly to Manitoba and the North-west Territories. The statements now being made respecting Manitoba were formerly applied to Ontario, Quebec, Nova Scotia and New Brunswick. These provinces, it was said, could never grow fruit to any extent; it would be impossible that they should ever become famous for raising cattle; and the season was manifestly too short to permit of agricultural operations being carried on successfully and profitably. In the same way, what is now Manitoba, one of the great wheat-producing districts of the world, was spoken of as a wilderness fit only for buffaloes and foxes. It is hardly necessary to state how completely these allegations have been falsified, and every year is proving the fallacy of similar statements respecting the western provinces. Canada has a reputation for fruit far beyond its boundaries. Canadian apples probably bring the highest price of any that are imported into the English markets. Those who have visited the country

know that it is famous for many other fruits besides apples, and the many species grown in England, under glass, such as grapes, peaches, melons and tomatoes, flourish in Canada in the open air. But Canadian farmers do not confine their attention entirely to grain and fruit growing. As a cattle country, Canada is taking an important position. Not only are there sufficient cattle and sheep and other animals to supply the demands of its own population, but, on a four years' average, 105,000 head of cattle and over 300,000 sheep are exported annually. The larger portion of the cattle is sent to Great Britain, while the sheep principally go to the United States. Horse breeding is also attracting much attention. There are many articles of Canadian farm produce which are receiving considerable notice in Great Britain, notably cheese, butter and eggs; the dairy industry is growing more and more important every year.

The farmer in Canada has to perform in the winter very much the same sort of work as the farmer in Great Britain. After the harvest is over he does as much ploughing as possible, until the end of November. Very little actual work is done on the land in either country during midwinter, for equally obvious, though different, reasons. But cattle have to be fed, the dairy attended to, cereals thrashed, machinery put in order, buildings repaired, and carting done, which latter, by the way, the Canadian farmer, owing to the snow, is able to do very cheaply. The spring commences two or three weeks later than in England; but the conditions for the rapid growth of all produce—warm sunshine and a sufficiency of rain—are so favourable that the crops of the two countries are about equally advanced by the middle of July. The average winter may be taken at about four and a half months—sometimes it is longer by a few days. Between Manitoba and the North-west and Ontario there is a difference of a few days in favour of the latter. British Columbia probably possesses the finest climate in North America, having all the advantages of that of England, without its disadvantages. Any Canadian or Englishman who has spent a winter both in the Dominion and in Great Britain will have not hesitation in saying which climate he prefers.

The intensity of cold may be accurately ascertained by a thermometer, but not so its effect upon the human system. The humidity or the dryness of the atmosphere in such circumstances decides its degree of comfort or discomfort, and largely its healthfulness or unhealthfulness. In some parts of Canada, although one must be prepared for extreme temperatures, the air is dry, bracing and exhilarating, and consequently the climate is pleasant to live in. Then, again, in Canada one is always prepared for the cold, and in winter the houses are warmer than in Great Britain. In the spring and summer wild flowers are as common as in England; and in August wild fruits and delicate ferns abound. Of course there are good and bad seasons in Canada, as everywhere else; but, taken altogether, the climate is a good one.

The Tourist, Artist and Sportsman. The tourist, the artist and the traveller will find much that is picturesque and grand in the scenery of Canada. The land of Evangeline; the Great River St. Lawrence, with its rapids; and the old city of Quebec; the Thousand Islands, the great lakes, Niagara Falls and the pastoral scenery in western Ontario; then on through the country north of Lake Superior to Winnipeg and the prairies, until the magnificent mountain, forest and water scenery of the Rocky Mountains and British Columbia is reached, and the eye rests on the waters of the Pacific Ocean.

The country is equally interesting to the sportsman in the proper seasons. In the outlying districts, away from the settlements, and in the mountains, bears, moose, deer, wild sheep and goats are found, while smaller animals and a very great variety of birds exist in great numbers. Most of the streams are well stocked with fish according to natural surroundings, and the angler will find abundant sport in any of the provinces except in the prairie districts.

Indians. The Indian population of Canada numbers about 100,027, located upon reserves in different parts of the country. There is a special department of State to administer Indian affairs, and the Indians are not only peaceable, but fairly contented and happy. There are 9,714 children being educated in the day,

boarding and industrial schools established on, and off, the different reserves. The schools number 288. The boys attending the industrial institutions are taught trades, farming, &c., and the girls sewing, knitting, house work, &c., in addition to the ordinary branches of education. They have a large area of land under cultivation, and own live stock and implements to a considerable value.

C. P. R. Bridge at Rat Portage.

Railways. There are about 16,000 miles of railways in Canada at the present time. Every place of any importance has its one or more railway stations. The three principal systems are the Canadian Pacific (6,216 miles), Grand Trunk (3,162 miles), and the Intercolonial, including the Prince Edward Island Railway (1,360 miles). The rest of the mileage is made up of smaller lines in the various provinces. The total paid-up capital in July, 1896, was $899,817,900, to which the Dominion and Local Governments and municipalities had contributed in one way or other $204,001,143, or about one-fourth of the whole cost. The number of passengers carried in 1896 was 14,810,407, and the freight was 24,266,825 tons. The total receipts for the year were $50,545,569, an increase of $21,517,779 over 1882, notwithstanding the great reduction in the cost of transport in the meantime made by the railways. There are few countries in the world better served by railways than Canada.

The Canadian Pacific Railway. This line is now in operation from the Atlantic to the Pacific Ocean, and the rapidity and energy displayed in its construction, and its importance to the future of the Dominion, deserves special mention. Until 1881 the line was under construction by the Government, but in that year the work was undertaken by the Canadian Pacific Railway Company, the contract requiring its completion in ten years. It was, however, finished in November, 1885, nearly six years before the stipulated time; and it certainly occupies a place as one of the greatest engineering achievements of modern times. It is the shortest of the great transcontinental lines, the distance from Montreal to Vancouver,, being 600 miles less than from New York to San Francisco. By the Canadian Pacific Railway, too, New York, Boston and Portland are brought within from 300 to 500 miles nearer the Pacific coast by rail

than formerly; and the distance from Liverpool to Japan and China is, via the Canadian line, shortened by about 1,000 miles. The Pacific and the Intercolonial railways have cost Canada in construction about £24,000,000 stg. The Pacific had also a land subsidy of 19,818,500 acres. The Canadian Confederation may be considered as having been consolidated by means of this railway. Each province has now communication with the others and with the seaboard, and in consequence a great impetus has been given to trade and commerce. Eastern Canada has long had railway facilities, but Manitoba, the North-west, and particularly British Columbia, have until recently remained more or less isolated, and therefore practically undeveloped. The Canadian Pacific Railway, however, has brought this state of things to an end. Besides, it has opened up a large tract of fertile land in Manitoba and the North-west, ready for the plough and considered to be the largest wheat field in the world. It is at least 900 miles long and 300 miles wide, or an area of over 200,000,000 of acres, more or less suitable for agricultural purposes, for the raising of wheat and other crops, and the breeding and feeding of cattle; and its population is rapidly growing. Without the railway the country must have remained an "illimitable wilderness," as Lord Beaconsfield described it. With it, there is afforded the prospect of comfortable homes for millions of inhabitants, increased markets for local and British products, and, it is hoped, a new era of prosperity for the Dominion. Branch lines have already been made in different parts of the North-west. The splendid Saskatchewan country, hitherto closed to settlement, has been opened recently by two new lines. Others are projected, including one in the direction of Hudson's Bay in anticipation of the route between Hudson's Straits and Liverpool becoming available for a sufficient time each year to fit it for commercial purposes. The Canadian Pacific Railway's lines in Southern Manitoba and Eastern Assiniboia have also been extended, securing the opening of the Souris coal fields and an unlimited supply of cheap fuel to the settlers. Not only have the people of Manitoba connection with the Pacific Ocean and with Eastern Canada through British territory, and access to the great lakes, but there are also three lines running to the United States boundary, joining there the American system of railways. Coal has been discovered in large quantities not only in the south-western part of Alberta, on the line of the Alberta Railway and in the Rocky Mountains, but also along the line of the Canadian Pacific Railway; mines are worked, coal is now sold at all the railway

"The Beaver," first steamer on the Pacific.

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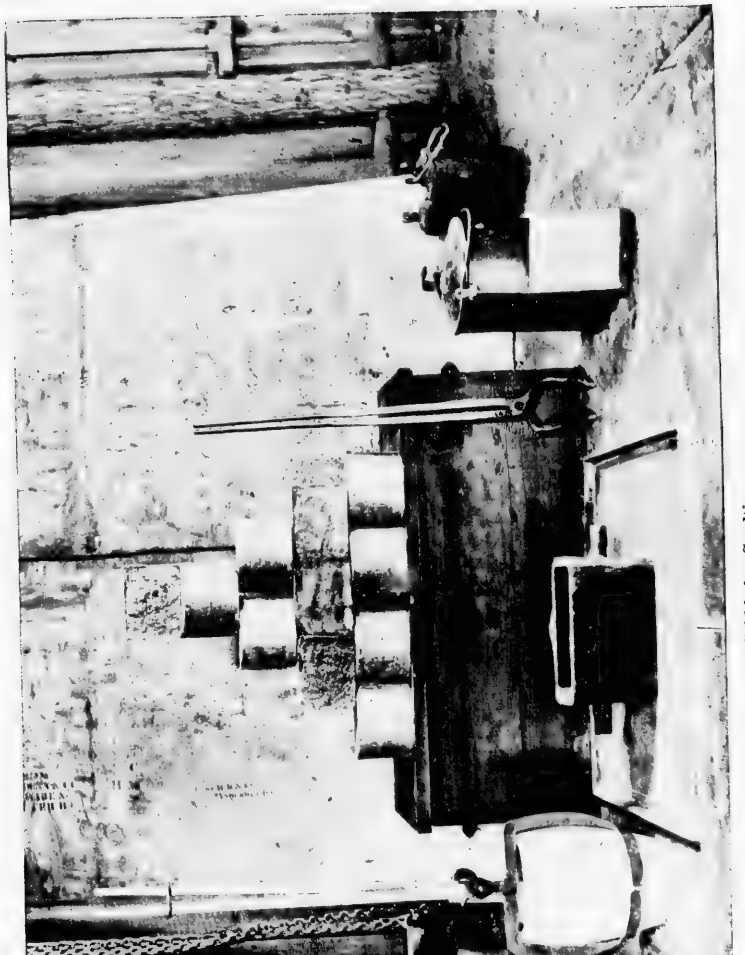

Retested Gold before Smelting.

stations at a reasonable price, and dependence has no longer to be placed upon the supply from United States sources.

Hitherto the markets of China and Japan, New Zealand, Australasia, India and the Pacific coast of South America have been closed to Canada, but access has been gained to them under improved conditions, which give Canada advantages of time and distance over all other countries. A regular line of steamers has for some time been running between Vancouver, Yokohama, Shanghai and Hong Kong, and in consequence of the Imperial Government having determined to establish a mail service via this route, between England and the East, and of subsidies granted both by the Imperial and Dominion Governments, steamers unequalled by any hitherto seen on the Pacific are now in that service. These have further increased the saving of time, and afford additional facilities for traffic of all kinds. As a result of this service the mails are conveyed from Yokohama to London, England, in less than one-half the time taken by the Suez Canal route. Canada has over 7,000 vessels on the shipping register, mostly owned in Atlantic ports, and there is every reason why a similar prosperity and marine enterprise and development should take place on the Pacific. The St. Lawrence route is the most beautiful of any leading into the interior of North America and it has the great advantage of affording smooth water for a considerable part of the voyage. Its popularity is yearly increasing. The beauty of the St. Lawrence River, the trip through the fertile prairies of Manitoba, the traverse of the plains of the Saskatchewan—not long ago the roaming ground of herds of countless buffaloes and the home of the Cree and Blackfoot Indians—and lastly the passage through the unequalled scenery of the Rocky Mountains to the shores of the Pacific combine to place the Canadian trans-continental route above all others in the estimation of European travellers.

The new railway is sure to be a favourite overland route to the East. Imagine a sail up the St. Lawrence, a short stay at Quebec, Montreal, Ottawa, Toronto, Niagara, then on to the great lakes, or along their shores to Winnipeg, across the prairies, and through the magnificent scenery of the Rocky Mountains to British Columbia and the waters of the Pacific Ocean.

Canals and River Systems. The canals of Canada and the river improvements have cost a large sum of money, and they are works of great utility and importance. The channel of the St. Lawrence has been deepened, so that the largest ocean-going vessels go up as far as Montreal, 1,000 miles from the Atlantic Ocean. There are over five miles of wharfs at this city, and every facility for loading and discharging ships. At Quebec, also, there are facilities for an immense shipping trade. Then, there is a system of canals to overcome the St. Lawrence rapids and the difference in the levels to the Great Lakes (600 feet), which affords uninterrupted navigation from the Straits of Belle Isle to the head of Lake Superior, a distance of 2,384 miles, of which 71¾ miles are canals. The locks range from 200 to 270 feet long by 45 feet wide. The depth of water is from 9 to 14 feet, and works are in progress which will make the whole route available for vessels drawing 14 feet. There is also a canal system to overcome the difficulties of the River Ottawa between Montreal and Ottawa; one opens navigation between Ottawa and Kingston, and another connects Lake Champlain with the St. Lawrence. In Nova Scotia the St. Peter's Canal connects St. Peter's Bay with the Bras d'Or Lakes. There is also navigation on the lakes in the Northwest, and on the Red River, the Assiniboine and the Saskatchewan, the latter being navigable for over 1,000 miles. These water highways are much used for the conveyance of various products, and are of great benefit to the Dominion. The Sault Ste. Marie opened for traffic in September, 1895, is two-thirds of a mile in length, has one lock of dimensions 900 feet by 60 feet, with 22 feet of water on the sill.

Revenue. The consolidated revenue for the year ended 30th June, 1896, was made up as follows :—

Customs	$19,833,279
Excise	7,926,006
Other sources	8,859,506
	$36,618,591

The expenditure during the same period was $36,949,142.

Retested Gold before Smelting.

The deficits of 1884-85 and 1885-86 were largely owing to unforeseen expenses in connection with the North-west Rebellion.

The following are the receipts and expenditure on account of the Consolidated Fund since 1880. They show that in the ten years the surplus revenue, after deducting the deficits above referrd to, has amounted to thirteen million dollars.

mander of the debt represents liabilities payable in Canada.

Canadian Government securities are a favourite investment in the British market, and the position of the country's credit will be better understood when it is stated that while not very long ago 5 per cent had to be paid for loans, one of the loans recently issued was placed at 3 per cent, and realiz-

RECEIPTS AND EXPENDITURE, CONSOLIDATED FUND.

	Receipts.	Expenditure	Surplus.	Deficit.
	$	$	$	$
1880-81	29,635,298	25,502,555	4,132,743	
1881-82	33,383,456	27,067,104	6,316,352	
1882-83	35,794,649	28,730,157	7,064,492	
1883-84	31,861,962	31,107,706	754,255	
1884-85	32,797,001	35,037,060		2,240,059
1885-86	33,177,040	39,011,612		5,834,572
1886-87	35,754,993	35,657,680	97,313	
1887-88	35,908,463	36,719,495		810,032
1888-89	38,782,870	36,917,835	1,865,035	
1889-90	38,579,511	35,994,031	3,885,894	
1890-91	38,579,311	36,343,568	2,235,743	
1891-92	36,921,872	36,765,894	155,978	
1892-93	36,168,609	36,814,053	1,354,556	
1893-94	36,374,693	37,585,026		1,210,333
1894-95	33,978,129	38,132,005		4,153,876
1895-96	36,618,591	36,949,142		330,551
			27,862,361	14,579,423

Taxation as represented by the customs and excise amounted, in 1896, to $27,759,285, or $5.42 per head, as compared with $10.50 in the United Kingdom, $5.27 in the Cape of Good Hope, $14.72 in Australasia (1892). Municipal taxation is also very light.

Public Debt. The gross amount of the public debt on 1st July, 1896, was $325,717,537, from which have to be deducted assets, $67,220,104, making the net debt, $258,497,433, or $50.43 per head. The average rate of interest, in the year 1896 paid on the gross debt, was 3·23* per cent, but after deducting interest received from investments the rate was reduced to 2·80 per cent.

The total amount of debt payable in England on 30th June, 1896, was $218,225,504, and the several investments for sinking funds amounted to $36,414,376. The re-

ed the net amount of £97 9s. 2d. Canada issued, in June, 1888, the first colonial 3 per cent loan. The amount required was £4,000,000, and the minimum price was fixed at 92½. Tenders were, however, received for £12,000,000, and the issue was allotted at an average price of £95 1s. per cent.

Imports. The value of the imports in Canada entered for consumption for the year ended 30th June, 1896, was $110,587,480. The duty collected amounted to $20,219,037, equal to $3.94 per head of the population.

Considerable changes have taken place in the import trade of Canada in the last ten years. There has been a falling off in the imports of manufactured goods, but the deficiency has to a great extent been made up by an increased importation of raw material.

Exports. The exports of Canada in 1896 were valued at $121,013,852, made up of—Canadian produce, $109,915,337; and other produce, $11,098,515.

* Population for 1894, 5,021,476—for calculation of gross debt per head.

A Placer-mining creek, British Columbia.

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The following are the exports of home products for 1896, by classes :—

The Mine	$ 8,059,650
The Fisheries	11,077,765
The Forest	27,175,686
Animals and their produce	36,507,641
Agricultural products	14,083,361
Manufactures	9,365,384
Miscellaneous	109,265
Short return	3,329,053
Bullion	207,532
	$109,915,337

These figures do not give an accurate idea of the total trade of Canada. They only embrace the outside trade, and do not include the large business which naturally takes place between the provinces. It is scarcely possible to estimate what the interprovincial trade is. It has been estimated for 1894 at $113,000,000 ; it was in 1867 about $4,000,000. The freight earnings of the various railways amounted, in 1896, to $32,368,082 for the carriage of 24,266,825 tons, and the canal tolls to $265,413 for 2,740,241 tons of freight ; the tonnage of shipping engaged in the coasting trade has also increased from 11,047,661 tons in 1878 to 27,431,753 tons in 1896. These figures serve to show the magnitude of the local carrying trade. In addition attention may again be called in this connection to the great increase in all the local industries connected with the mine, forest, fisheries, agriculture and manufactures, and it is proposed to say a few words under each of these headings.

The principal countries to which goods are exported are Great Britain, the United States, Newfoundland, West Indies, South America and Australasia. With other countries, also, trade is rapidly growing, particularly with China and Japan, France, Germany and other European countries.

The Mine. Recent discoveries in British Columbia, the North-west Territories and western Ontario, together with the known fields in Nova Scotia and elsewhere, have shown Canada to be one of the richest mineral countries in the world. The discoveries of gold near the southern boundary of British Columbia have recently been followed by still richer discoveries on the Yukon River and its tributaries in the extreme north, and at numerous points between these two, gold and silver have been found in such quantities as to create the belief that throughout the several ranges of the Rocky Mountains from the 49th parallel to the Arctic Ocean additional fields for mining enterprise will annually be found for many years to come, and that as transport is afforded mining towns will arise from north to south of British Columbia. In no part of the world can capital be more profitably employed. Products of the mine which the country is itself capable of yielding are still imported, while the export of metals and ores of many kinds is susceptible of almost indefinite extension. In 1896, the total value of the mineral products of Canada reached $23,627,000. In 1896 the exports were valued at $8,059,650, while the imports of minerals and mineral products in the same year amounted to over $25,000,000. The mineral product of Canada includes gold, silver, cinnabar, copper, lead, nickel, asbestos, gypsum, mica and phosphates.

Gold is also worked in Nova Scotia, Ontario and Quebec. In Quebec the deposits are auriferous gravels, chiefly in the valley of the Chaudière River. In Ontario quartz veins of much promise are now in course of development, particularly in the vacinity of the Lake of the Woods and Rainy Lake. In Nova Scotia the gold is obtained entirely by deep mining on quartz veins, in British Columbia, up to a recent date, it came chiefly from alluvial or placer deposits, some of which in the Cariboo district have been exceedingly rich. Much attention is at present being given there to the introduction of hydraulic mining on a large scale, although the auriferous quartz veins in various parts of the province are attracting chief attention at the present time. The total yield of gold to date from British Columbia and Nova Scotia has been about $72,000,000.

Nova Scotia, British Columbia and the North-west Territories abound in coal, which also occurs, though in lesser quantity, in New Brunswick. From Nova Scotia, large quantities of coal are shipped by the St. Lawrence and by rail to the province of Quebec and to the eastern part of Ontario. It is also employed locally for iron smelting and other purposes. On the western seaboard important coal mines are in operation on Vancouver Island from which the greater part of the product is sold in San Francisco, where it competes successfully, on account

of its better quality, with fuels obtained locally and in the State of Washington. A coal field of vast extent (probably the largest in the world) occupies all the western part of the North-west Territory. Beneath the Great Plains the fuels are lignite-coals of great value for local use, but not so well adapted for shipment to long distances. In the foot-hills of the Rocky Mountains the lignites are replaced by bituminous coals, and in parts of the mountains themselves similar coals, together with anthracite and "cannel" coal are found. These fuels are already worked on a small scale in many places, but the most important mines are situated at Banff, Canmore and Lethbridge. In the vicinity of the Crow's Nest Pass a large number of superposed coal seams occur which await railway facilities for their development. The importance of these ample supplies of fuel to the settler on the rich agricultural lands of the west cannot be exaggerated, and the output of the mines is limited only by the demand consequent on the growing agricultural and industrial occupation of the country. The total production of coal in the Dominion in 1896 was 3,743,224 tons. Ontario is without available deposits of coal, but produces petroleum and natural gas. In 1896 the value of the crude petroleum obtained was $1,155,646, the estimated value of natural gas, $276,301. Indications of extensive petroleum fields occur in the North-west Territories, and experimental borings are now in progress in the district of Alberta. Natural gas is also found in this region, but it has not yet been utilized.

Rich ores of silver occur in the Thunder Bay district of Ontario, but it is particularly in the southern part of British Columbia that the mining of silver ores has attained importance of late. The East and West Kootenay districts were a few years ago almost uninhabited and very imperfectly known, even geographically. They are now occupied by thousands of miners, and several towns, together with smelting works and other industries have sprung into existence. Up to the present time, most of the work done has been that of discovery and preliminary development, but the output of ore is now becoming large. Great areas in the more northern part of British Columbia remain as yet practically unsearched for mineral deposits, although isolated occurrences of valuable ores similar to those of Kootenay have been found throughout a belt of country extending nearly 1,200 miles to the north westward.

Rat Portage on Lake of the Woods.

Nickel, in association with copper and iron pyrites, forms deposits of great volume in the vicinity of Sudbury, Ontario. This metal has lately found a new utility in the production of nickel steel, and the product from the Sudbury mines appears to be limited

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A mining town, Trail Creek, B.C.

only by the extent of a profitable market. The value of the output in 1896 is estimated at about $1,155,000.

Ores of iron and different kinds, and often of the best quality have been found in almost every province of the Dominion. Iron smelting is carried on in Ontario, Nova Scotia and Quebec.

The asbestos mines of the Eastern Townships of Quebec, constitute the most important known sources of supply of the mineral. The product in 1896 was 12,250 tons, valued at $429,856.

Gypsum of excellent quality is obtained in large quantity in Nova Scotia, New Brunswick and parts of Ontario. It is found in other provinces but has not yet been worked there. Salt is largely manufactured in Ontario from brines obtained from deep wells. The product in 1896 amounted to 43,956 tons. It is also manufactured in New Brunswick.

Mica, plumbago and phosphate (apatite) are found together in that part of the province of Quebec north of the Ottawa River. The last named mineral contains a high percentage of phosphorus, and is employed in the manufacture of fertilizers, but the Canadian output has of late declined by reason of the competition of cheap, though less pure, varieties of phosphate obtained elsewhere.

It is not possible here to enumerate the various mineral products which in smaller quantities contribute towards the wealth of the country as a whole, but it may be added that structural materials, such as building stones and brick clays, exist in great abundance and of excellent quality in almost every part of Canada. Marbles and other ornamental stones are also well represented, although these have so far been utilized to a limited extent only, while peat, lime and other miscellaneous materials, together with mineral waters, already given rise to important local industries.

The Geological Survey of Canada and the Mining Bureaus of several of the provinces, are engaged in the investigation of the mineral resources of the Dominion, and to the reports and maps of the Geological Survey in particular, further reference may be made on this subject.

It is here practicable to outline only in the briefest manner the general distribution of minerals of economic value, but sufficient may have been said to indicate that Canada not only affords employment to the working miner, but also affords great inducements to the prospector, and for the profitable investment of capital in mining, while the expenditure of labour and money upon the mineral deposits of the country is such as to largely benefit the farmer by affording a desirable local market for his products.

The Fisheries.

These are the largest in the world, embracing fully 13,000 miles of a sea coast, in addition to inland seas, innumerable lakes and a great number of rivers. They offer many advantages to those engaged in similar occupations in the United Kingdom, and who have suffered from the bad seasons of recent years. The displays made by Canada at the Fisheries Exhibition in London in 1883, and at the World's Fair at Chicago in 1893, attracted very considerable attention.

The products of the fisheries, exported and sold on the Dominion markets in 1895 amounted to $20,185,298; but this by no means represents the value of the total catch, for in Canada the home consumption is very great—100 pounds per inhabitant being calculated, as against 30 pounds in England. As the fisheries extend throughout the length and breadth of the Dominion, many settlers are afforded an opportunity of catching fish for domestic use; this renders it impossible to give full returns of the whole catch. It is approximately estimated that the value of the home consumption per annum was $13,000,000, giving a total of $34,000,000 as the yield from less than half of the Canadian fisheries, exclusive of the catch by foreign fishermen. The fisheries on the Pacific coast are most valuable and extensive, but are yet only partly developed. The total pack of canned salmon in British Columbia, in 1893, reached 29 million pounds and in 1894 the total pack of the province was 23,627,140 one pound cans.

A mining town, Trail Creek, B.C.

The sea fisheries are well-nigh inexhaustible—a fact attributable to the fishes' food supply being brought down by the Arctic currents from the northern seas and rivers. This consists of living slime, formed of myriads of minute creatures which swarm in the Arctic seas and are deposited in vast and ever-renewed quantities upon the fishing grounds.

Salt water fishes of nearly every variety are to be found along the Canadian coasts, but the marine fisheries of greatest commercial importance are the cod, herring, mackerel, lobster, salmon and seal.

The fresh water fisheries are also of great importance, the immense lakes and rivers supply an abundance of fish of great commercial value, both for home consumption and export, besides providing sportsmen with some of the finest salmon and trout fishing to be found anywhere.

The value of the yield of some of the principal fish in 1895, was :—Cod, $3,630,279 ; salmon, $3,732,717 ; herring, $2,800,556 ; lobsters, $2,210,096 ; seals, $732,343 ; mackerel, $736,655 ; whitefish, $767,307 ; trout, $702,589. haddock, $422,653 ; hake, $190,890 ; halibut, $270,901. Between the years 1868 and 1895 the value of the yield of some of the principal fish has been : Cod, $102,813,832 ; herring, $51,463,298 ; lobsters, $46,759,098; mackerel, $36,862,092 ; salmon, $41,738,791 ; haddock, $12,690,522.

Much attention has been of late years given to the development of the fisheries. The Federal Government has granted a yearly sum of $160,000 as a bounty, to be divided, according to catch, among the vessels and boats engaged in the prosecution of the sea fisheries. One result has been an increase in the number, and a great improvement in the build and outfit of fishing vessels. It has also provided fish-breeding establishments, of which there are twelve, in different parts of the Dominion, and yearly millions of fish are hatched and placed in the rivers and lakes. Large sums of money have also been expended in harbour improvements and breakwaters. The principal fishing stations in the Gulf of St. Lawrence have been connected with each other by land telegraphs and cables, by which means information is promptly given of fish "strikes" at any particular point, thereby saving the fishermen days and nights of fruitless exposure and cold.

The number of men, vessels, boats, and fathoms of nets employed in the fisheries in 1895, are as follows :—

FISHERIES OF CANADA, 1895.

Provinces.	Vessels and Boats.		Men.	Nets.		Other Fishing Material.
	Number.	Value.	Number.	Fathoms.	Value.	
		$			$	$
Nova Scotia	15,581	1,529,393	25,615	2,337,255	539,289	1,071,286
New Brunswick	5,667	329,169	10,389	568,350	393,144	988,034
Prince Edward Island	1,547	71,130	3,758	85,783	36,480	372,029
Quebec	7,236	226,068	12,243	301,865	156,707	421,928
British Columbia	2,997	734,360	14,485	380,110	296,700	1,054,375
Ontario	1,429	334,165	3,259	2,046,473	257,315	240,025
Manitoba	1,032	108,062	1,585	322,500	33,555	60,634
Total	35,489	3,332,347	71,334	6,042,336	1,713,190	4,208,311

These figures show a considerable increase on those of ten years ago ; but for the last few years they have not fluctuated much, owing to improved boats, with which more work can be done, being built to replace those formerly in use.

Including weirs and other fishing materials, the total value of the fishing "plant" in 1895 was $9,253,848.

The Forest. The forest products of Canada constitute one of her most important sources of wealth. They find their way to all parts of the world —to the United States, to the United Kingdom, to our antipodes, the Australian colonies, and to South America. The Canadian saw-mills are among the most extensive and best appointed in the world. This industry in all its stages employs a large number of men, as well as affording freight to railways and shipping.

The forests of Canada are rich with a great variety of trees, which are useful for lumber of many kinds, for building purposes, for furniture, and, in many parts of Canada, for fuel. Among the varieties are the maple, elm, ash, cherry, beech, hickory, ironwood, pine, Douglas fir, Alaska cedar, spruce, balsam, red cedar, hemlock, walnut, oak, butternut, basswood, poplar, chestnut, mountain ash, willow, black and white birch, and others.

Animals and their Produce. These exports include live animals, meat, butter, cheese, eggs, furs, hides, skins and wool, and form the largest item in the classification of the exports. It is a trade which has been largely the growth of recent years, and has been, generally speaking, a profitable one for the farmers of the Dominion. In 1874 the total exports of cattle were 39,623 head, of which only 455 went to Great Britain. In 1896 the number had increased to 104,451, of which 97,042, valued at over £1,400,000 sterling, were shipped to Great Britain. When it is remembered that the United Kingdom requires to import over 500,000 head of cattle a year, the extent to which the Canadian cattle export business may be developed will be readily appreciated. In addition, the exports under this head include 21,852 horses and 391,490 sheep. The cattle are of very good quality, pedigree cattle in large numbers having been imported for many years for the improvement of the flocks and herds. In fact, herds of Shorthorns, Herefords, Galloways, Polled Angus and Jerseys, which will bear comparison with those of any other country, are to be found in many parts of Canada. The same remark applies to horses and sheep.

Great progress has been made in dairy farming in Canada, and the tendency is to-

wards improvement and economy of labour. The factory system has long been established in the old, and has been lately introduced in the new provinces. Canadian cheese carried off a very large number of the prizes offered at the World's Fair at Chicago.

The industries both of butter and cheese-making are largely carried on in Canada, and the exports of both products are very considerable. The export of Canadian cheese to the United Kingdom has largely increased within the last few years. In 1867 this export was only 1,577,027 pounds, and in 1896 it was 164,410,940 pounds, valued at $13,924,672. The total export of Canadian cheese to all countries in 1896 was 164,689,123 pounds, valued at $13,956,571, while that of the United States was 36,777,291 pounds, valued at $3,091,914. Canada exported over $10,800,000 more than the United States, thus leading all cheese-exporting countries in the value of the export.

Near the large towns market gardening is profitably carried on. A comparatively small capital is necessary, and with industry and perseverance, backed by experience, a good income is assured.

Poultry-raising is only beginning to be much attended to, probably because poultry has been so cheap. In the course of time, however, as the market extends, and as means are found for exporting hens, geese and turkeys to England, henneries on a large scale will be established. The exportation has already begun. The export of eggs has been a large trade for many years.

Agricultural Products. The exports under this head include general farm produce and fruit. Having the advantage of a favourable climate and a fertile soil, the Canadian farmer is able to grow all the crops that are raised in England, with the important addition of Indian corn. The garden fruits and vegetables are also similar, except that tomatoes, melons, grapes, peaches, &c., ripen in the open air, in many parts of the country. Legislative authority was obtained in 1887 for the establishment of five Government experimental farms in various parts of the Dominion. One has been founded at Ottawa, for Ontario and Quebec; one at Nappan, Nova Scotia, for the maritime provinces; one at Brandon, for Manitoba; one at Indian Head, for the North-west Territories; and one at Agassiz, British Columbia; and they have already produced valuable results for the farming community, and are confidently expected to produce still more. Agriculture is certainly the leading industry of Canada, and must remain so for a long time, considering the immense areas of land that have still to be occupied and tilled. With a population of over 5,000,000, $50,500,000 worth of farm produce—including animals and their products, and agricultural produce—was exported in 1896, in addition to meeting the requirements of home consumption. For quality of grains, &c., the country also occupies a place in the front rank, the Canadian exhibits of that class being the best at the Antwerp Exhibition, as testified by a committee of experts; while those who were present at the Colonial and Indian Exhibition in 1886, and at the Chicago Exhibition in 1893, will not readily forget the displays made in the agricultural class by the Dominion.

The growing of fruit, as well for home consumption as for exportation, is a very important industry in Canada, and one which excites the wonder of new-comers. People who have been accustomed to think of Canada, as described in the words of a French writer before the cession to Great Britain, as "a few acres of snow," are at first incredulous as to the extent and excellence of the fruits produced in a country which has the summer skies of Italy and France. The vineyards of Ontario cover 6,000 acres, and there are 2,000 persons directly and indirectly engaged in viticulture; some of these vineyards are from 50 to 60 acres in extent; there are peach orchards of similar area, and apple orchards almost innumerable. Strawberries are raised as a field crop. Plums, pears, cherries, gooseberries, currants and raspberries are everywhere produced in great abundance. The tomato, as already stated, ripens in the open air, and in great profusion. Melons also ripen in the open air, as a field or market garden crop, and this delicious fruit is sold in large quantities in the markets.

The great wealth of Canada in fruits is a fact which is not only interesting to the intending settler as an industry, but as a climatic fact, the country in this particular being much ahead of the United Kingdom. It is especially interesting to the intending set-

tier as a consumer, in that he can always obtain a supply of the healthful luxury of delicious fruits.

In 1896 the export of apples amounted to 567,182 barrels, of which 504,680 barrels went to Great Britain. In 1882 the export was 215,526 barrels, of which 130,848 barrels went to Great Britain.

The growing of tobacco has been commenced in the Yale district, and a leaf dealer from San Francisco, to whom samples of the Canadian product were recently submitted, has pronounced them first-class. From half an acre planted in 1894, 800 pounds of leaf were taken, and this has had the effect of greatly increasing the interest of the residents in the subject. The local manufacturers are all agreed in the opinion that the soil of the province is especially well adapted for raising tobacco for cigar manufacture. According to present reports, as soon as the farmers understand the curing of the leaf they will have at their command a new and important source of revenue.

In the province of Quebec tobacco has been cultivated with success for many years, and the home-grown is almost the only kind used by the native French Canadians in the rural districts.

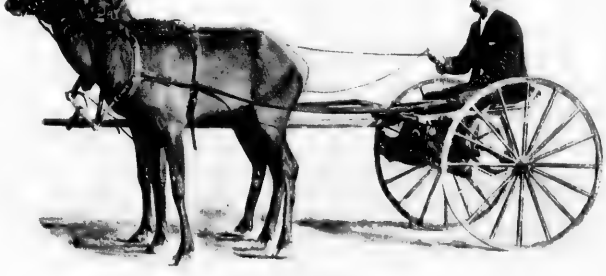
Mixed farming is generally carried on, the growing of grain and fruit, stock-raising and dairy farming being more or less combined. Of course, there are farms where the raising of cattle and horses is the sole industry, and the same may be said of dairy farming, but these are exceptions. The general style of farming is not, perhaps, so scientific as in Great Britain, but it is steadily improving, and the model and experimental farms will no doubt supply a stimulant in this direction.

Manufactures.

The following is a list of the principal industries established in Canada, taken from the census of 1891, with the amount of capital so invested, and the stated yearly product :—

MANUFACTURES, 1891.

Industries.	Invested Capital.	Yearly Products.
	$	$
Agricultural implements..	8,624,803	7,493,624
Boots and shoes.....	9,648,639	18,990,381
Cabinet and furniture	6,094,435	7,706,093
Cheese factories.....	2,586,599	9,784,288
Cotton mills	13,208,121	8,451,724
Distilleries and breweries..	15,587,164	8,154,853
Engine building	1,244,589	1,575,159
Fitting and foundry works	17,704,147	17,838,480
Flour mills	23,039,041	52,423,286
Furriers and hatters.....	2,047,881	5,004,941
Hosiery	370,970	579,431
Iron smelting furnaces....	4,159,481	3,076,240
Meat curing	2,173,077	7,125,831
Meat, fish, fruit and vegetable canning	3,460,024	3,989,835
Musical instruments	2,389,633	3,393,213
Oil refineries	1,873,918	2,064,115
Oil " (fish).....	64,113	71,305
Nail and tack factories ..	409,390	744,150
Paper factories	5,508,409	3,823,507
Rolling mills	2,307,540	3,163,930
Saddle and harness	2,546,583	3,988,001
Sash, door and blind factories	7,108,076	9,891,510
Saw-mills	50,203,111	51,262,435
Ship-building	2,555,951	3,712,462
Sugar refineries	5,924,400	17,127,100
Tanneries	6,322,963	11,422,860
Tin and sheet iron working and tinsmithing.....	4,557,578	6,749,053
Tobacco factories	2,158,150	2,375,321
Woollen mills.....	9,365,158	8,408,071
Carriage building	8,029,143	9,627,655



An Elk Team.

The iron industry is an important one. All over Canada there is an abundance of iron—iron of the highest grade, and iron with less phosphorus than elsewhere on the continent. There is also plenty of timber and coal in Canada, and with these natural advantages, extensive means of communication by railway and canal and access to the Atlantic and Pacific Oceans, new and varied manufactures are sure to spring into existence.

The principal general manufactures are not confined to any one part; they are to be found in most of the older provinces on a larger or smaller scale.

Shipping. Closely connected with the trade and commerce of Canada is the shipping interest. The following is the total number of vessels (sea-going and inland) arrived at and departed from Canadian ports (exclusive of coasting vessels) in each year since 1877 :—

SHIPPING, CANADA.

Year.	British.		Canadian.		Foreign.		Total Tonnage.
	No.	Tons Register.	No.	Tons Register.	No.	Tons Register.	
1877	2,963	2,216,516	24,386	4,104,926	19,364	4,769,802	11,099,244
1878	2,954	2,294,688	26,850	4,883,862	18,223	4,876,340	12,054,890
1879	2,618	2,155,444	27,418	5,051,139	17,805	4,440,229	11,646,812
1880	2,990	2,642,935	33,077	6,779,963	16,809	4,154,947	13,577,845
1881	3,707	3,526,005	31,595	5,894,639	18,149	4,381,788	13,802,432
1882	3,335	3,164,839	33,607	5,722,399	18,678	4,492,644	13,379,882
1883	3,403	3,001,071	31,332	5,836,858	20,095	4,932,806	13,770,735
1884	3,327	3,257,219	31,260	5,939,731	20,569	5,162,076	14,359,026
1885	3,219	3,007,314	29,438	6,438,750	18,494	4,638,648	14,084,712
1886	2,960	3,101,285	30,011	5,943,341	19,357	4,924,606	13,969,232
1887	2,679	2,657,619	30,960	6,245,632	24,296	5,187,747	14,090,998
1888	3,316	3,326,417	33,395	6,182,697	27,592	5,708,194	15,217,308
1889	3,305	3,333,079	34,564	6,636,032	27,188	6,085,110	16,054,221
1890	3,671	3,617,013	38,222	7,709,133	30,532	7,119,954	18,446,100
1891	3,483	3,523,238	35,667	7,516,645	30,179	7,763,765	18,803,648
1892	3,402	3,586,335	32,944	7,631,430	28,997	7,474,690	18,692,455
1893	3,271	3,780,915	33,034	7,298,151	26,876	7,460,468	18,539,534
1894	3,381	4 146,645	34,719	8,251,226	27,906	7,955,210	20,353,081
1895	3,206	3,994,224	29,784	7,250,835	27,299	7,855,904	19,100,963
1896	3,226	4,385,055	31,597	7,464,532	30,161	10,020,886	21,870,473

On the 31st December, 1895, there were on the registry books 7,262 vessels with a registered net tonnage of 825,837 tons. Of these 1,718 were steamers.

Assuming the average value to be $30 per ton, the value of the registered tonnage of Canada would be $24,775,110.

Canada stands fourth among maritime countries in tonnage of shipping owned and registered in the country.

The trade and navigation returns of Canada for 1896 give the following particulars of the vessels engaged in the sea-going, inland and coasting trade of Canada :—

—	No. of Vessels.	Tonnage.
Sea-going	29,802	11,458,324
Inland	35,182	10,411,649
Coasting	125,017	27,431,753

It may be stated that nearly 69 per cent of the whole of the water-borne trade was done under the British flag, which includes, of course, the vessels on the Dominion register.

For those who desire more detailed information concerning any particular province, special chapters dealing with the provinces are appended to the remarks upon the Dominion as a whole.

PERSONS WANTED IN CANADA, AND IMMIGRATION THAT IS NOT ENCOURAGED.

As this pamphlet is likely to be largely consulted by those who desire, from some cause or other, to leave Great Britain and seek new homes, it is well to specify distinctly the classes recommended to go to Canada, and the openings that exist for them.

Persons with Capital.

The first great demand is for persons with some capital at their disposal. For this class Canada affords unlimited openings. They can engage in agricultural pursuits, taking up free grant lands, or purchasing the improved farms to be found in advantageous positions in every province; or in mining, or in the manufacturing industries; or if possessed of a settled income, living will be found to be much cheaper in Canada, with the benefits of a fine, healthy climate, magnificent scenery, abundant opportunities for sport, and facilities for education and placing children in life not to be excelled anywhere.

Agriculturists.

Persons of small capital and knowledge of agriculture often desire to enter upon farming pursuits. Before this is done experience should be acquired, either by hiring oneself out as a labourer, or gaining experience in some other way. Then, when the necessary knowledge has been obtained, a farm may either be rented, purchased or taken up as a free grant. (See the land regulations of the various provinces.)

Young men should go to Manitoba, the North-west or British Columbia. Older men with a capital and young families, should go to one of the older provinces, or may go to the west and buy or rent an improved farm. This, however, is only a general statement and individual cases must be decided by the special circumstances of each. In Manitoba and the North-west, and in some parts of British Columbia, pioneer life on free grants, or away from railways, is attended with a certain amount of inconvenience and an absence of those social surroundings which may be obtained in the older settled parts of these and other provinces, and this fact should be borne in mind by those who are considering the subject.

It is difficult to lay down a hard and fast rule as to the amount of capital necessary to start farming. The answer depends upon the energy, experience, judgment and enterprise of the person who is to spend the money, the province selected, whether free grant land is to be taken up or an improved farm rented or purchased, and many other details. It may safely be said, however, that if a man has about £100 clear on landing he is in a position to make a fair beginning on free grant land in Manitoba and the North-west, though not on a large scale. It should be remembered, however, that numbers of prosperous men have begun life on the prairies with hardly as many dollars. They have in many cases made their way by working as hired men, at seeding and harvesting time, while during other months of the year they performed the statutory and necessary work on the free homesteads they had acquired from the Government. Many of the most successful have been farm labourers in the old country. Some capital is of course necessary if an improved farm is to be taken.

His first start—No capital.

Tenant Farmers.

For tenant farmers the country offers many advantages. Improved farms are cheap; free grants can be obtained by those prepared for the inconvenience of pioneer

life; the soil is fertile; the climate ensures the growth of all the crops produced in Great Britain, while grapes, peaches, tomatoes and similar fruits grow and ripen in the open air; there is a large and growing market in the Dominion and in the mother country for all the cereals, live stock, and general farm and dairy produce available for disposal. On the other hand, taxes are light, and labour-saving appliances cheap and in general use. More details upon these points will be found in the chapters dealing with the various provinces.

Young Men desiring Agricultural Experience.

The question is often asked if it is essential for young men wishing to take up farms in Canada, but desiring before doing so to acquire knowledge of agriculture, to pay premiums, either to persons in the old country or in the Dominion, for that purpose. It may therefore be plainly stated that "no premiums are necessary"; and it is advised that none be paid. Strong and healthy young men, from 18 to 21 years of age, who are prepared to accept for a time the hard work and surroundings more or less inseparable from a farm labourer's life, have no difficulty in getting employment in the spring; and the agents of the Government in Canada will assist them as far as possible in doing so, without charge, although, of course, without accepting any direct responsibility. Being without experience, they will not get much wages at the commencement of their employment, but as they acquire skill they will be able to command remuneration in proportion to the value of their work.

Great care should be exercised in deciding whether the young men are suited to the life that is proposed. Hard work is necessary, and very often their mode of living may be entirely altered. They must bear in mind two things—that they must do what they are told, and that they must pick up their knowledge from experience. Many persons have gone out in this way with good results, but there are others who have failed, because they have not properly understood colonial life, or were unfitted for it. The advice of one of the Government agents should be obtained before a final decision is arrived at.

There is also the alternative of a course at the Ontario Agricultural College. An entrance examination in elementary subjects has to be passed. Candidates must not be less than sixteen years of age. Communications respecting admission, &c., should be addressed to the President, Ontario Agricultural College, Guelph, Canada.

There is also a School of Agriculture at Truro, Nova Scotia, with a farm in connection. Communications should be addressed to Prof. H. W. Smith, Provincial School of Agriculture, Truro, Nova Scotia.

Male and Female Farm Servants.

There is a large and growing demand for male and female farm servants in every part of the Dominion, owing to the rapidity with which land is being brought under cultivation. Machinery of various kinds is in daily use, but labour is very scarce notwithstanding, and good hands can always find constant and remunerative employment. Many persons of this class who started as labourers, now have farms of their own in some of the finest parts of the Dominion. This result, however, does not naturally follow in every case, but is the consequence of work, energy, intelligence, perseverance and thrift, which are elements necessary to ensure success in every country.

Market gardeners, gardeners, and persons understanding the care of horses, cattle and sheep, may also be advised to go out. But there is no opening for farm managers or bailiffs, as Canadian farmers, as a rule, supervise their own holdings, and personally take part in the work.

Domestic Service and other Callings for Females.

In every city, town and village, female domestic servants can readily find employment. The wages are good, the conditions of service are not irksome, and comfortable homes are assured. Domestic servants should go at once on their arrival to the nearest Government agent. These gentlemen will give the best and most reliable advice gratis; they often have in their offices a list of vacant situations; and will refer applicants to the local ladies' committee, so that they may have the benefit of such supervision and guidance until they are satisfactorily placed. Servants should, however, take their credentials with them, and bear in mind that good records are just as

indispensable in Canada as elsewhere. They may safely go out at any time of the year and be certain of obtaining a situation at once, but should remember always to have funds enough in hand on landing to take them to the places in the interior where their services are required.

There is little or no demand for females other than domestic servants. Governesses, shop assistants, nurses, &c., should not go out, unless proceeding to join friends who will be able to help them in getting employment.

Mechanics, General Labourers and Navvies. These are advised to obtain special information as to their respective trades and kinds of work before going out. Speaking generally, unless they intend to farm they are not advised to come to Canada.

Railway Employees. The demand for such persons in Canada is not great, and is easily met by the supply in the country.

Clerks, Draughtsmen, Telegraphists, Shop Assistants, etc. Clerks, shop assistants, and persons desiring such situations are advised not to emigrate unless proceeding to appointments already secured, or to join friends. Any demand for labour of these kinds is fully met on the spot.

Child Emigration. The emigration of children (unless accompanying their families) is not encouraged, unless they go under the supervision of some society or individual having homes in Great Britain and in Canada, who will look after them until they are able to take care of themselves, and who will be responsible for placing them in situations. All children sent out must be healthy (and possess medical certificates to that effect).

Inmates of Workhouses. It may be stated that the emigration of the inmates of workhouses, reformatories, or persons in receipt of parish relief, is not encouraged by the Canadian Government. The same remark applies to any persons who are not able to produce satisfactory references as to their character. There are no openings for such classes in any part of Canada.

Professional Men. Information is frequently sought as to the prospects in Canada for properly qualified members of the legal and medical and other professions, schoolmasters and persons desiring to enter the military and civil services of the Dominion. No encouragement is held out to such persons to go out to the Dominion, especially in cases where immediate employment is desired. There are always openings and opportunities for men of exceptional abilities with a little capital, but, generally speaking, the professional and so-called lighter callings in Canada are in very much the same position as they are in the United Kingdom, the local supply of men being greater than the demand.

Schoolmasters and Teachers. The system of education in force in the different provinces of Canada includes the training of teachers for elementary positions. The higher appointments are generally filled by graduates of Canadian Universities, or graduates of English Universities who may have settled in the Dominion. The certificates obtained by teachers in the United Kingdom are available in Canada, when endorsed by the Minister of Education in the province in which the holder desires to reside. No difficulty, however, is found in securing persons on the spot to fill the vacancies that occur, and no one is advised to go out on the chance of obtaining a situation of this kind.

The Civil Service of Canada. Appointments in the Dominion Civil Service in Canada are not subject to public competition. Applicants are, however, required to undergo a qualifying examination. Public examinations are held yearly in the principal cities of the Dominion, at which candidates are required to present themselves. Vacancies in the public service are filled up from the successful candidates, as certified by the Civil Service Examiners. The number of qualified candidates is always much greater than the number of vacancies.

Civil Engineers and Architects. Persons qualified to practise in the United Kingdom would not find any difficulty in the way of their doing so in Canada, but these professions do not offer many openings at the present time.

Surveyors. Land surveyors coming into Canada are debarred from entering on the immediate practice of their profession. They are required to pass an examination prescribed by the Canadian laws and to serve one year in the field before practising on their own account.

ADVICE FOR INTENDING SETTLERS.

Government Agents. The first general advice to be given to the intending settler before he starts, or to any one after arrival in Canada, is that he should apply to the nearest agent of the Government he can find for any information or advice he may desire to obtain, and he may always rely on the perfect honesty of any statement made to him by any Government agent.

In the United Kingdom all arrangements for emigration to the Dominion are placed under the direction of the High Commissioner for Canada. The following is a list of the Canadian Government agents :—

LONDON—The High Commissioner for Canada, 17, Victoria Street, S. W.

do —Mr. J. G. Colmer, Secretary, High Commissioner's Office.

LIVERPOOL—Mr. Alfred Jury, 15, Water St.

GLASGOW—Mr. H. M. Murray, 32, St. Enoch Square.

DUBLIN—Mr. Charles R. Devlin, Commissioner of Immigration for Ireland.

The agents of the steamship companies are nearly all supplied with pamphlets, maps, and reports issued by the Canadian Government.

Information in regard to all questions affecting free homesteads and immigration matters may be obtained by addressing the Secretary of the Department of the Interior, Immigration Branch, Ottawa, or Mr. W. F. McCreary, of Winnipeg, Manitoba.

The following is a list of the places at which the Department of the Interior has agencies :—

HALIFAX, Nova Scotia.
ST. JOHN, New Brunswick.
QUEBEC, Province of Quebec.
MONTREAL do
WINNIPEG, Manitoba.
BRANDON do
MINNEDOSA do
LAKE DAUPHIN, Manitoba.
YORKTON, Assiniboia.
REGINA do
ESTEVAN do
LETHBRIDGE, Alberta.
CALGARY do
RED DEER do
WATASKIWIN do
EDMONTON do
BATTLEFORD, Saskatchewan.
PRINCE ALBERT do
KAMLOOPS, British Columbia.
NEW WESTMINSTER do

The officers of the Department at these points will afford the fullest advice and protection. They should be immediately applied to on arrival. All complaints should be addressed to them. They will also furnish information as to lands open for settlement in their respective provinces and districts, farms for sale, demand for employment, rates of wages, routes of travel, distances, expenses of conveyance, and all other matters of interest to settlers, and will receive and forward letters and remittances for settlers, &c.

Employment Bureaux. The Dominion Government has established an Employment Bureau under the management of the officer in charge at each of the Agency points in Canada mentioned above. The object chiefly aimed at in this establishment, is to facilitate communication between persons seeking work and those who may have need of their services.

No fees will be charged either to employers or those seeking work.

Quarantine. Canada is provided with a well-considered system of quarantine. The chief stations are established at Grosse Isle, in the River St. Lawrence ; Halifax, N.S., and William Head, B.C. There are minor stations at St. John, N.B. ; Chatham, N.B. ; Pictou, N.S. ; Sydney, C.B. ; Port Hawkesbury, N.S. ;

and Charlottetown, P.E.I. Every maritime port is also constituted what is called an unorganized quarantine station, the Collector of Customs being the quarantine officer, with power to employ a medical man in case of any vessel arriving with infectious disease or well-founded suspicion of disease from an infected port. At the inland ports all Collectors of Customs are quarantine officers, with similar duties to those of the collectors at the maritime ports. The system pursued consists in taking off the sick from the vessels or train in the event of such arriving, and caring for the patients in hospital. The vessel, clothing, luggage and ship's dunnage are disinfected by the process of steam, the dioxide blast and the bichloride mercuric drench. After disinfection the vessel is given pratique. In the event of a vessel arriving with serious disease at any of the unorganized quarantine stations, it would be sent to the nearest organized quarantine station, where there are the necessary disinfecting appliances.

Immigrant Stations in Canada.

Quebec and Halifax are the principal ports of entry in Canada for colonists, and the Government at these points maintains establishments for their reception and proper care immediately on arrival. They can at these stations purchase tickets for any points inland to which they may desire to go, and obtain meals or provisions for use on the railway trains on very reasonable terms, under arrangements made by the Government, and supervised by Government officials. If they are provided with through tickets before sailing, which is strongly advised, their steamship tickets are exchanged at these stations. All their luggage is landed and passed through the custom-house, and all immigrants effects in use enter duty free.

The following is an extract from the Custom tariff of Canada, specifying the articles that can be so entered :—

Settlers' Effects, viz. :—Wearing apparel, household furniture, books, implements and tools of trade, occupation or employment, guns, musical instruments, domestic sewing machines, typewriters, live stock, bicycles, carts and other vehicles and agricultural implements in use by the settler for at least six months before his removal to Canada ; not to include machinery, or articles imported for use in any manufacturing establishment, or for sale ; also books, pictures, family plate or furniture, personal effects and heirlooms left by bequest ; provided that any dutiable articles entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty, until after twelve months' actual use in Canada ; provided also, that under regulations made by the Controller of Customs, live stock, when imported into Manitoba or the North-west Territories by intending settlers, shall be free until otherwise ordered by the Governor in Council.

Immigrants may mail letters or send telegrams to their friends from these stations ; and they may also exchange any money they may bring with them for the currency or money of the country, without suffering any loss in difference of values in these transactions, the Government officials supervising everything under rules, by which they are guided, from the Department at Ottawa.

The laws passed by the Canadian Parliament contain strict provisions for the protection of immigrants, and for imposing severe penalties for all attempts to practise imposition upon them.

The Time to Emigrate.

Generally speaking the best time to emigrate, for all classes, is the early spring. The agricultural labourer will then find his services in demand in the busy period that always comes during seed time in Canada ; and the agriculturist who intends to take up land for himself will arrive at the beginning of the season's operations. The agriculturist who goes to Manitoba may, by getting in a crop of oats or potatoes during the month of May or the first week in June, contribute greatly to the support of himself and family during the first year. Or again, if the agricultural labourer arrives in summer, about harvest time, he will find great demand and high wages for his services during the harvest months, and he will have no difficulty in getting on well from this point.

The farmer, too, who desires to take up land, if he comes in the summer time may see the crops growing, and may thus have an opportunity to choose at leisure the most advantageous location. In Manitoba and the North-west the summer and autumn months are the best for moving about the country in search of land—or, as it is commonly called, "land hunting" for a suitable spot on which to settle. Having selected it, he may proceed to erect his house and make preparations for living over the winter ; and, if he means to do this, he may make his

start with great advantage in the spring from being on the spot.

No person other than domestic servants are advised to go to Canada during the winter, unless proceeding to join friends, as work is not so readily procurable by new arrivals during that season as at other times of the year.

Ocean Fares. The intending emigrant will find out the days of sailing of the steamships by the handbills or advertisements which are now generally published; and he will also find by the same means the rates of passage—cabin, intermediate and steerage. The cost of reaching Canada varies from time to time—cabin, £10 10s. and upwards; intermediate, £6; steerage, £3 to £4, being the usual rates though subject to change by the steamship companies; but there are no free passages.

The Government does not now offer assisted passages to any class of emigrants. All are required to pay the ordinary fares charged by the steamship companies. Emigrants are also required in every case to pay their railway fares from the port of landing to their destinations, and to provide their own food. Emigrants must, therefore, have enough money for such expenses in addition to their ocean passage, and to provide board and lodging until they can procure employment. It may be stated that some of the British railway companies offer reduced rates to the ports of embarkation to emigrants proceeding to the Dominion. These may be ascertained by inquiry at the passenger agencies and railway booking offices. The Canadian Pacific Railway also offers a special rate to emigrants from Quebec, Montreal or Halifax to Manitoba or other points in the west.

Inquiry is often made whether there is any system in operation by which money is advanced by the Government for the passage of labouring persons, such as those referred to in this pamphlet, to be repaid after arrival in Canada. It is therefore as well to say plainly that there is not. To secure a berth in the steamers it is necessary to send a deposit of £5 for a saloon passage and £1 for an intermediate or steerage passage, to the steamship company or to the agent, the remainder to be paid before the passengers go on board.

The passage includes all provisions. Twenty cubic feet of luggage is allowed free of charge to each saloon, fifteen to each intermediate and ten to each steerage passenger. A box 2½ feet long, 2 feet broad and 2 feet deep would be equal to ten cubic feet.

The steerage passengers, being well provided with food on the steamships of the principal lines, need not think of supplying themselves with any kind of provisions.

The following are the railway fares, for emigrants booking through from Europe, to some of the principal centres of employment in the Dominion, from Quebec:—Montreal, 7s. 3d.; Sherbrooke, 10s. 9d.; Ottawa, 17s. 6d.; Kingston, 18s.; Toronto, £1 7s. 9d.; Hamilton, £1 7s. 9d.; London, £1 12s. 8d.; Winnipeg, £2 9s. 4d.; Regina, £3 16s. 1d.; Calgary, £4 19s. 3d.; Edmonton, £5 7s. 1d.; Vancouver, £10 13s. 9d.* Children between 12 and 5 years of age are charged half-price; those under 5 are conveyed free. Passengers are strongly recommended to take through tickets from Great Britain to their destinations in Canada from the steamship companies, who, by an arrangement with the railway companies, issue rail tickets as well as ocean tickets.

The Canadian Pacific Railway has a continuous line from Quebec, on the Atlantic, to Vancouver on the Pacific. Trains leaving Quebec say on Monday, arrive at Winnipeg in the afternoon of Thursday, and at Vancouver on the following Sunday. The fares from Quebec to Winnipeg and westward include the colonist sleeping cars.

During the Passage. As soon as the colonist gets on board the steamship he should make himself acquainted with the rules he is expected to obey whilst at sea. These are always displayed in several parts of the vessel. He should do his best to observe them. He will thus add not only to his own comfort, but also that of those around him. If he should have any grievance or real cause of complaint during the passage he should at once make it known to the captain, who will naturally seek to have justice done, as well

* These rates are subject to alteration from time to time, and from Halifax are higher to points east of Toronto; to Toronto and points west they are the same from Halifax as from Quebec

as for his own interest as for that of his ship and his employers.

The master of the ship is responsible for any neglect or bad conduct on the part of the stewards, or any of the officers, or the crew. All steamships carrying emigrants have doctors on board; and in case of sickness any emigrant will receive medical care and medicine, with such comforts as may be considered necessary by the doctor, free of charge.

The large steamships have stewardesses to look after the female portion of the steerage passengers, who have separate and isolated accommodation in the better class of steamers.

Luggage. The attention of the colonists cannot be too particularly directed to everything about their luggage. In the first place, it is very desirable that they should not encumber themselves with unnecessary articles, as these, besides causing them a great deal of trouble, may in the end cost a great deal more than they are worth.

On the steamship bills the passenger will find stated how many cubic feet of luggage will be carried free on board. It may, however, happen that the number of cubic feet which the steamship will allow is very much heavier than the 150 pound weight allowed to each passenger on the western railways.

The railways in Canada are very liberal in dealing with emigrant luggage and will let pass anything that is not very much out of the way. On some railways, however, the luggage is weighed, and anything in excess of 150 pounds per passenger is liable to be charged for. A family or party going together may have their luggage all weighed together, and no charge will be made unless there is an excess above an aggregate of 150 pounds for each. The Canadian Pacific Railway allows 300 pounds for each adult going west of Winnipeg, but not beyond Calgary. Many heavy lumbering things sometimes carried by colonists are not worth paying the excess of freight for, and can be better and more cheaply purchased on arrival at their destination. The luggage and boxes or trunks of every passenger should have the name of the owner painted upon them, and in addition be labelled with his name and destination. The reason for this precaution is that if labels only are used they are sometimes washed off through the trunk being exposed to rain before embarkation or rubbed off by chafing against some other box and the identity of the piece of baggage is lost. Labels may be obtained from the steamship company. Padlocks should be avoided, as they are liable to be broken off.

All heavy luggage and boxes are stowed away in the hold, but the colonist should put in a separate and small package the things he will require for use on the voyage; these he should keep by him and take into his berth.

Colonist sometimes suffer great loss and inconvenience from losing their luggage. They should, therefore, be careful not to lose sight of it until it is put on ship-board; it is then perfectly safe. Upon arrival in Canada it will be passed by the Customs officers and put into what is called the "baggage car" of the railway train, where it is "checked" to its destination. This means that there is attached to each article a little piece of metal with a number stamped on it, while a corresponding piece, similarly numbered, is given to the passenger to keep until his destination is reached. The railway is then responsible for the safety of his luggage, and will not give it up until he shows his "check." This custom has great safety as well as convenience.

What to Take. The colonist should take with him as good a supply of strong, warm clothing as he can. Woollen clothing and other kinds of wearing apparel, blankets, house linen, &c., are generally cheaper in England than in Canada. Generally, all bedding should be taken, and the cover ticks of the beds, but not the materials with which they are stuffed, as these would be too bulky, and can be readily obtained on arrival.

Many of the household necessaries which the emigrant possesses he might do well to bring, and they may prove very useful; but still it is advisable to consider well the weight and bulk, and how far it is worth while.

Articles of household furniture, crockery, stoves, or heavy articles of hardware should

be left behind or sold, except in some circumstances for special reasons which the colonist will consider. It must be borne in mind that such articles are very liable to breakage, especially on long railway journeys to the west.

Agricultural labourers should not bring any of their tools with them as these can be easily got in Canada, of the best kinds, and suited to the needs of the country. Generally speaking, the farming tools used in England would not be suitable for Canada.

Mechanics and artisans when they have been encouraged to come out, may of course bring their tools; but they must bear in mind that there is no difficulty in buying any ordinary tools in Canada at reasonable prices, and that it is better to have the means of purchasing what they want after reaching their destination than to be hampered with a heavy lot of luggage on their journey, causing them trouble and expense. As a general rule, the tools made in Canada are lighter and better adapted to the needs of the country than those made in the old country.

Outfits. Young men going out to learn agriculture, or to start farming, often deem it necessary to take out most expensive outfits, in the shape of clothes, &c. This is a mistake. All that is wanted is one's old clothes, a better suit or two for leisure wear, and a good supply of summer and winter underclothing. Anything else can be procured in Canada equally well, at about the same price, and very much better adapted to the country.

Money. In bringing out money from the United Kingdom, it is better to get a bill of exchange or a bank letter of credit, procurable from any banker, for any large sum, as then there is no danger of its being lost. Any smaller sums are better brought in sovereigns or half-sovereigns, as far as possible, or a post office order may be obtained on the place of destination in Canada. Sovereign and half-sovereign coins have always their absolute par value, which is fixed by law. On silver—shillings, florins, half-crowns, &c.—the immigrant will lose a trifle in exchanging them for Canadian currency.

It may be explained that the denominations of money in Canada are dollars and cents, although the denominations of pounds, shillings and pence are legal. But the system of dollars and cents, being decimal, is much more convenient than pounds, shillings and pence; and, moreover, is in use all over the continent of America. A comparison with sterling is subjoined, which will at once enable the reader to understand, in sterling, values stated in dollars and cents; and the newly-arrived immigrants will have but little difficulty in mastering the system.

Sterling into Dollars and Cents.

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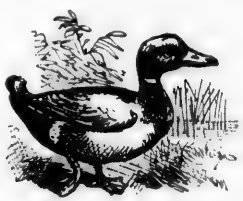
½d.	sterling is	0 01
1d.	do	0 02
1s.	do	0 24
£1	do	4 86

Dollars and Cents into Sterling.

	£	s.	d.
1 cent is	0	0	0½
1 dollar is	0	4	1½
4 dollars are	0	16	5¼
5 do	1	0	6½

For small change, the halfpenny sterling is one cent and the penny sterling, two cents. For arriving roughly at the approximate value of larger figures, the pound sterling may be counted at five dollars. The sign $ is used to indicate the dollar.



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PROVINCE OF PRINCE EDWARD ISLAND

PRINCE EDWARD ISLAND, the smallest of the provinces of the Dominion of Canada, is situated in the southern part of the Gulf of St. Lawrence, and is separated from Nova Scotia and New Brunswick by the Northumberland Straits, which varies from nine to thirty miles in width. In shape it takes the form of an irregular crescent, concaved towards the north, measuring in length 150 miles, and, being deeply indented at many points by large bays and inlets, varies in width from four to thirty miles. It contains an area of 2,000 square miles, equal to 1,280,000 acres, and its population at the last census (1891) was 109,078.

Scenery. Seen from the water, the appearance of Prince Edward Island is exceedingly prepossessing. On approaching the coast the country affords a charming picture of cultivation and well wooded land, with villages and cleared farms dotted along the shores and by the sides of the bays and rivers. The Island is, generally speaking, level, but rises here and there to an elevation never exceeding 500 feet above the sea. The scenery very much resembles that of England; and flourishing homesteads are to be found thickly scattered in every part of the island.

Communication. Communication with the mainland is maintained during the period of ordinary navigation by a line of steamers connecting daily with ports in Nova Scotia and New Brunswick, and thus with the various railway systems of Canada and the United States. Freight and passenger steamers connect weekly with Quebec and Montreal to the north, and with Halifax and Boston to the south. The island has also over 200 miles of railway in operation.

Ordinary navigation generally closes about the middle of December, and reopens about the middle of April. Between these months communication is carried on with the mainland by a steamer specially constructed for winter navigation. This service is supplemented by boats which cross to New Brunswick at the nearest points, a distance of nine miles.

Queen's Square, Charlottetown.

Climate. The climate of Prince Edward Island is remarkably healthy. The cold is certainly more severe, and lasts for a longer period than in England, but the atmosphere is salubrious, and the summer is of such brightness and beauty as to compensate amply for winter. The weather generally becomes unsteady in the early part of November and sometimes sharp frosts, with flurries of snow, take place about the middle of the month, the frost gradually increasing until the ground resists the plough, which is ordinarily about the second week in December. The cold then increases rapidly, and the ground is covered with snow. During the months of January and February the weather is usually steady, with the thermometer occasionally from 10 to 15 degrees below zero Fahrenheit. March, as in England, is a windy month, and is throughout very changeable. During the latter part of this month, the snow rapidly melts, and the ice becomes rotten and dangerous for travel, and wholly disappears about the middle of April. Strong southerly winds then set in, and the last vestiges of frost speedily vanish. The spring is short, and in the beginning of June the summer bursts forth, and from this time till the end of September the climate resembles that of the southern coast of England. The thermometer, however, during calm weather, indicates a greater degree of heat, but the sea breeze seldom fails to lower the temperature, so that little inconvenience thence arises. About the middle of September the autumn commences.

Cities and Towns. Charlottetown, the seat of Government, is pleasantly situated upon a point of rising ground at the confluence of the York, Elliot and Hillsborough Rivers. It contains 11,374 inhabitants, and is well laid out with wide streets, which intersect at right angles. Its affairs are managed by a corporation consisting of a mayor and eight councillors. The harbour is large, deep, and well sheltered, and is said by Admiral Bayfield (a standard authority) to be in every respect one of the finest harbours in the world. It is the principal port of shipment.

Soil and Crops. Prince Edward Island is noted for the fertility of its soil, and it may confidently be asserted that, with the exception of a few bogs and swamps composed of a soft, spongy turf, or a deep layer of wet black mould, the whole island consists of highly valuable cultivable land. The soil, which is well watered with numerous springs and rivers, is formed for the most part of a rich layer of vegetable matter above a bright loam, resting upon a stiff clay and sandstone; the land, in its natural state, being covered with timber and shrubs of every variety. All kinds of grain and vegetables grown in England ripen here in great perfection. The principal crops raised are wheat, oats, barley, potatoes and turnips, of which oats and potatoes are exported in immense

Outside Charlottetown, P.E.I.

quantities. The island grows very good wheat, and probably better oats than most other parts of the Dominion. Of the former, the crops are from 18 to 30 bushels, and the latter 25 to 70 bushels per acre. Barley, too, makes a very nice crop. The island is noted for its large crops of excellent potatoes, which not uncommonly reach 250 bushels an acre of fine handsome tubers. Swedish turnips make a fine crop, not uncommonly reaching 750 bushels per acre of sound and solid bulbs.

In addition to the natural fertility of the soil, the facility for obtaining manure may be set down as a particular advantage. In most of the bays and rivers are found extensive deposits of mussel-mud, formed by decayed oysters, clam and mussel-shells. The deposits vary from five to twenty feet in depth, and their surface is often several feet below low-water level. Machines placed upon the ice and worked by horse-power are used for raising this manure. Procured in this way, in large quantities, and possessing great fertilizing qualities, it has vastly improved the agricultural status of the island.

Live Stock. Of late years very considerable improvements have been made in raising farm stock. The horses of the island enjoy a high reputation, much attention having been bestowed upon their breeding. In recent exhibitions, open to the whole Dominion, held in Montreal and Halifax, a large share of the honours and prizes for the horses was awarded to this province. For sheep, also, it is specially suited, the mutton being of a very fine flavour. Swine are also kept in large numbers, Island pork being well and favourably known in Dominion and American markets. The Provincial Government maintains a stock farm, on which pure-bred stock is raised and distributed through the country.

Fisheries. Prince Edward Island is, without doubt, the best fishing station in the Gulf of St. Lawrence, but the habits and feelings of the inhabitants are so decidedly agricultural that the fisheries have not received from them the attention which they deserve. They consist chiefly of mackerel, lobsters, herring, cod, hake and oysters, while salmon, bass shad, halibut and trout are caught in limited quantities. In the year 1895 the whole of the products of the fisheries was $976,836, which includes mackerel valued at $98,993; herring, $185,352; lobsters, $372,041; cod, $77,547; smelts, $28,391; hake, $27,686. The present annual value of the oyster fishery is $101,852, and this most valuable industry is capable of vast development.

Coal. But little has been attempted towards developing the coal of the islands. Its proximity to the extensive coal fields of Nova Scotia and Cape Breton, and the depth at which the deposits exist, render mining unprofitable, for the present at least.

Manufactures. The manufactures of Prince Edward Island are limited, but have rapidly developed of late. They consist of butter, cheese, starch and soap factories, tanneries, grist, saw and woollen mills, factories for canning and preserving meat and fish, carriage factories, &c. By the census of 1891 the figures of island industries were as follows:—

Capital invested	$2,911,963
Number of hands employed	7,910
Yearly wages, about	1,101,620
Value of products	4,345,910

Compared with the census of 1881, these figures show an increase in ten years of nearly 40 per cent in capital invested, 38 per cent in hands employed, and 27 per cent in value of products.

Dairy Farming. Since 1891, there has been considerable development of the dairying industry in the province. In 1892 one experimental dairy station for the manufacture of cheese was started under the supervision of the Dominion Dairy Commissioner. During the three following years several other factories were put in operation on the co-operative principle, each company owning the building and plant which it used. The progress made is evidenced by the fact that in 1896 twenty-eight cheese factories and two butter factories were in operation during the summer; and four butter factories with five cream-separating stations tributary to them, were in operation during the winter.

Land Regulations. For many years what was known as the "Land Question" was a fruitful source of discontent. Now, happily, it is possible to write of this beautiful island with merely a passing reference to this grievance, and to say that it no longer exists. Absentee proprietorship has been abolished, and the Local Government, which purchased the interests of the landlords in 1875, has taken their place, not, however, for the purpose of exacting the annual rent from the tenants, but with the object of making them owners of the soil which they have redeemed from the wilderness. Of this immense advantage by far the greater majority of the tenants have availed themselves, to such an extent, indeed, that at the close of 1888 only 100,479 acres remained unsold of the 843,981 acquired by the Government, and of this quantity only about 55,000 acres represent land held by parties who had not yet purchased The remaining 45,000 acres may be set down as the available uncultivated and vacant Government lands. These consist of forest lands of medium quality, the very best having, of course, been taken up by the tenants in the first instance, and their price averages about one dollar per acre. Parties desiring to settle upon them are allowed ten years to pay for their holdings, the purchase-money to bear interest at five per cent and to be payable in ten annual instalments.

Improved Farms. Although there is apparently little room for new settlers, yet Prince Edward Island is a desirable field for a certain class of emigrants who, in search of a ready-made farm, where they may have the social comforts of life within their reach, are prepared to pay a higher price rather than go westward. Such farms can be obtained in the island, and various circumstances have contributed to place them in the market. The price of such land varies much according to its quality, situation and buildings; but with good buildings, a farm of 100 acres can be obtained for $20 to $35 (£4 to £7) an acre. Facilities for travel and transportation are excellent, the roads are good, and few farmers are as much as six miles from a shipping place for their surplus produce. All the necessaries of life can be had at very low rates. Labour-saving machines of the most approved kind can be purchased or hired without any difficulty, the competition in this branch being very keen.

Halifax.

PROVINCE OF NOVA SCOTIA

THE province of Nova Scotia, in the Dominion of Canada, is situated between 43° and 47° north latitude and 60° and 70° west longitude. Nova Scotia proper is connected with the province of New Brunswick by an isthmus about 14 miles wide. Its area is about 300 miles in length by 80 to 100 miles in width. The Island of Cape Breton, which is a part of the province, and contains four counties, is separated from the mainland, or peninsula, by a narrow channel called the Strait of Canso. The province contains something over thirteen millions of acres, of which nearly one-fifth part consists of lakes and streams. Five or six million acres of land are fit for tillage; the remainder, which is chiefly a belt of the sea-coast, is rocky and barren. From the appearance of the coast, no idea could be formed of the beauty and fertility of the interior. The coast is indented with numerous excellent harbours, most of which are easy of access, safe and commodious.

Position and Area.

Climate.

The climate of Nova Scotia is well suited to Europeans. It is not generally known outside the province that the temperature is more equable than in any other part of the Dominion. The extreme cold which is experienced in winter in other parts of America is not known here, owing, perhaps, to the fact that the province is almost completely surrounded by the sea, and that the Gulf Stream sweeps along within a few miles of its southern shore; and, further, that the province is protected from the chilly north winds by an almost continuous belt of mountains, or very high hills, stretching along its northern side. The climate varies, however, in different parts of the province. In the Annapolis Valley the spring opens about two or three weeks earlier in the year than in the city of Halifax, which is near the Atlantic, and the weather is generally drier, clearer and more exempt from fog. The mountain range at the north side of the valley, which skirts the shore of the Bay of Fundy, is high enough to prevent the sea fog from coming over—thus, while it is sometimes damp and

disagreeable on the north side of the range, which faces the bay, in the valley, only three or four miles away, it is delightfully warm and bright. In Halifax and the eastern counties the mercury seldom rises in summer above 86° in the shade, and in the winter it is not often down to zero. In the interior, say in the Annapolis Valley, the winter is about the same, but the summer is warmer, although, owing to the dryness of the atmosphere, the heat is not oppressive. The climate is extremely healthy; there is probably none more so in the world. The health returns from British military stations place this province in the first class. Nova Scotia has fewer medical men in proportion to the population, and requires their services less than probably any other part of America. No person is allowed to practice medicine or surgery unless he has obtained a diploma from some university, college or incorporated school of medicine, or has passed a successful examination before the provincial medical board. The fees of physicians are moderate.

Fertility of Soil. The fertility of the soil in many of the agricultural districts is very great, and is evidenced by the fact that, in quantity and quality, the production of the farms, even under a careless system of cultivation, is equal, and in some cases, superior, to those of Great Britain; for instance, the orchards in the Annapolis Valley, particularly, produce larger and finer apples than are grown in any other part of the continent. The grain and root crops are excellent, the average production of which, in the western counties is, as nearly as it is possible to estimate it, as follows :—

Wheat	per acre	18	bushels.
Rye	do	21	do
Barley	do	35	do
Oats	do	34	do
Buckwheat	do	33	do
Indian Corn (maize)	do	42	do
Turnips	do	420	do
Potatoes	do	250	do
Mangel-wurzel	do	500	do
Beans	do	22	do
Hay	do	2	tons.

The foregoing is a general average of the crops in three counties; but there are many farms which, being highly cultivated, produce astonishing crops. A farmer in one season, in King's county, raised on a little less than one acre of land, four hundred and three bushels of potatoes; and in Annapolis county, sixty bushels of shelled Indian corn (maize) have been raised on an acre. Five and one-half tons of hay have been taken off an acre of land in one season.

Live Stock and Dairy Farming. This might be more extensively and profitably prosecuted in this province. Of course, every farmer raises stock; but most of it is raised to supply the markets with butcher's meat. Until recently, not nearly so much attention was paid to the making of butter and cheese as to raising cattle for the slaughter-house. In some counties, however, cheese and butter are made in considerable quantity, both for home consumption and for export. Cheese factories have been established in some of the eastern counties and Cape Breton, and a butter and cheese manufactory in the county of Cumberland. There is a condensed milk factory at Truro, in the county of Colchester. Special instruction is given in the making of butter at the Provincial School of Agriculture. Farms along the line of the Intercolonial Railway supply the city of Halifax with a great deal of milk. A great deal of the profit of every farm arises from the sale of fat cattle. There is plenty of first-rate pasturage in every county, and almost the only expense of raising stock is that of the winter feed, and as that consists chiefly of hay, at a cost or market value of from 25s. to 40s. per ton, according to locality or season, it will easily be perceived that the business is profitable. There is much land suitable for sheep-raising in every county, and even among the wild lands there are tracts of pasture that might be made capable of maintaining large flocks at very little expense. In the south-western part of the province, sheep are pastured along the shores and on the islands most of the winter, and in some places through the whole year. The sheep find nourishment in sea-weed when the land pasture happens to be poor.

Fruit Growing. For all the fruits of the temperate zone the soil and climate of Nova Scotia are favourable. Fruit-raising at present is confined chiefly to three counties, viz., Annapolis, Hants, and King's, out of eighteen compris-

ing the province. Apple-growing has received most attention heretofore, and the crop reaches some 300,000 barrels from the districts referred to, a large part of which is exported. The excellent flavour and the keeping qualities of Nova Scotian apples have won for them a high position in the markets of Europe and the United States, and there is legitimate room for a large extension of the present area devoted to that fruit. Peaches (at present only a garden crop), plums, cherries, strawberries, raspberries, and tomatoes, give large yields with little attention; and in addition to the large demands for local consumption, considerable quantities are supplied regularly to New York, Boston, and other towns on the American seaboard. Fruit-growing in in Nova Scotia, as a rule, is conducted in conjunction with mixed farming, the orchard—generally one to five acres in extent—being attached to farms of from 100 to 200 acres. There are always desirable farm properties of this class for sale at from £200 to £1,000, particularly in the counties that border the Bay of Fundy, so that persons of moderate means are able to find suitable openings.

Fisheries.

The fisheries have long been celebrated. No country in the world can exceed Nova Scotia in variety of delicious fish and its inexhaustible quantity. The total value of the fisheries of this province for the year 1895, the latest of which we have statistics, was over $6,213,131, or about a million and a half pounds sterling. There are cod, haddock, mackerel, herring, alewives, pollack, hake, halibut, eels, shad, salmon, trout, grayling, perch, smelt, &c.

Indian Berry Pickers.

There is a splendid supply of shell fish, viz., oysters, scallops, clams, quahaugs, mus-

sels, &c.; the rivers and lakes afford salmon, grayling and trout; and there is no lack of the disciples of Isaac Walton, from the youngster of ten years of age to the gray-headed sportsman of seventy, who may be seen all through the season wending their way, with rod, landing net and basket, to the favourite haunts of the salmon or speckled trout.

The Forest. Nova Scotia contains large tracts of woodland, which produce timber for shipbuilding and for manufacturing into lumber for exportation. Large quantities of pine, spruce, hemlock, hardwood, deals, scantling, staves, &c., are annually shipped from the different ports in the province to the West Indies, United States, Europe, &c. It also supplies the ports of Massachusetts with thousands of cords of firewood. Oak, elm, maple, beech, birch, ash, larch, poplar, spruce, pine, hemlock, fir, &c., all grow to a large size. Rock maple, black birch, beech and other hardwoods make excellent fuel; but it seems a pity that in a country where coal is so abundant so many and such valuable trees should be used for fuel. In the forests may also be found numerous small trees and shrubs, which are valuable for medicinal and other purposes, among which are wild cherry, sumac, mountain ash, sarsaparilla, elder, hazel, bay, &c. Wild flowers are in great profusion. The trailing arbutus, which blooms in April and May, cannot be surpassed in delicate beauty and fragrance.

Minerals. The mineral resources of Nova Scotia are very valuable, and it is one of the few countries which have workable deposits of coal, iron and gold side by side. In Cape Breton, Pictou and Cumberland counties are extensive deposits of bituminous coal, similar to the deposits of the north of England, which are worked by several companies. The coal trade is steadily growing, and the iron ore deposits of the province although very extensive, are worked only at Londonderry, Torbrook, Springhill and the Pictou Charcoal Iron Company, where iron of excellent quality is made. The gold-fields of Nova Scotia, although extensive and valuable, have hitherto been worked only on a small scale, but more attention is now devoted to them, and their development will form an important industry. Large deposits of gypsum abound, and about 146,000 short tons are annually extracted. Among other minerals that are worked to some extent may be mentioned manganese, antimony, barytes, grindstones, &c.; deposits of copper, lead and graphite are also known. The quarries of Nova Scotia furnish excellent granites, syenite, serpentine, marble, and freestone. As may be inferred from the preceding remarks, the province is rich in those minerals which interest the mineralogist, and frequently prove useful for industrial purposes. The total value of the mineral productions of the province for the year 1896 may be estimated at about three and a half million of dollars.

Tenure of Mineral Lands. The grants of land to the early settlers in this province contained no systematic reservation of minerals. In some instances gold, silver and precious stones only were reserved; in other cases the gold, silver, iron, copper, lead, &c., were retained for a source of revenue to the Crown. In this connection the rates of royalties paid are:

On the gross amount of gold obtained by amalgamation or otherwise in the mill of a licensed mill-owner, a royalty of two per cent.

On coal, ten cents on every ton of two thousand two hundred and forty pounds of coal sold or removed from the mine.

On copper, four cents per unit.

On lead, two cents per unit.

On iron, five cents on every ton of two thousand two hundred and forty pounds of ore sold or smelted.

Tin and precious stones, five per cent of their value.

The Act of Settlement releases to the owner of the soil all gypsum, limestone, fireclay, barytes, manganese, antimony, &c., and any of the reserved minerals whenever the reservation is not specified in the original grants.

Land Regulations. There are now in Nova Scotia nearly 1,814,134 acres of ungranted lands, a considerable quantity of which is barren and almost totally unfit for cultivation. There is still some good unsold Crown land in the province, but it is nearly

all remote from settlements churches and schools. The price of Crow lands is $40 (£8 stg.) per 100 acres.

Manufactures. Although Nova Scotia is perhaps better adapted for a manufacturing country than any other part of America, owing to an unlimited command of water-power, and its inexhaustible supplies of coal and iron, there are few manufactures in comparison with what, considering the facilities, there might be; or what may in the near future be expected.

Shipping and Trade. Nova Scotia owns more shipping in proportion to population than any other country, and her vessels do a considerable proportion of the carrying trade of the world. They may be found in every port of the habitable globe, loading and discharging cargoes. The exports consist of fish, coal and other mineral substances, lumber and general products; and the imports, of West India produce, British and American manufactures, tea, &c., from China and the East Indies, and hemp from Russia.

Railways. There are now 916 miles of railroad in operation. Passengers can go south-west from Halifax to Yarmouth (217 miles). From Halifax there is a railway (the Intercolonial) to the borders of New Brunswick (142 miles), with a branch from Truro eastward to the Straits of Canso (123 miles), and a line is constructed from there through Cape Breton to Sydney. There is also a branch from Springhill to Parrsboro', about 34 miles. A line is also completed from Middleton, in the county of Annapolis, to Lunenburg (74 miles); another from Oxford, in the county of Cumberland, to Pictou (69 miles), besides a number of shorter lines in different parts of the province; other lines are projected. Nearly all parts of the province are thus in direct communication by rail with the metropolis, and also with other provinces of the Dominion and with the United States. The province is connected with Europe by lines of excellent steamships. There are also a line of steamers to Newfoundland, two to Boston, one to New York and one to Baltimore.

Population. The estimated population of the province is 455,647, consisting of English, Scotch, Irish, German, French and native-born inhabitants, a few thousand coloured people, and about two thousand Indians. The latter supply the markets with baskets and other small articles of woodenware, by the sale of which, and by hunting, they earn a livelihood and supply their wants. They live in tents and wigwams in the forest, on lands of their own, granted to them by the Government, and termed Indian Reserves.

Putting up Hay.

Climate.

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Entrance to Harbour, St. John, N.B.

PROVINCE OF NEW BRUNSWICK

IN none of the provinces of Canada can a man whose means are small settle with a better prospect of rising by his own industry to a condition of independence than in New Brunswick.

Climate.

If the climate of a country is to be judged by its effects on animal life, then the climate of New Brunswick may be pronounced one of the best in the world. Nowhere do men and women grow to finer proportion than in New Brunswick; nowhere does the human frame attain to greater perfection and vigour, or is human life extended to a longer term. This is shown by the statistics of mortality and by the records of the British Army, which show that the death-rate is lower in New Brunswick and Nova Scotia than in almost any other country garrisoned by British soldiers. As it is with men and women, so also is it with domestic animals in Canada. Horses, cattle and live stock of all kinds, imported from Great Britain, not only maintain their excellence, but improve in the Canadian climate; and so much is this the case that many cattle bred in Canada, of the best strains of blood, have been sent to England and the United States, commanding there very large prices for breeding purposes.

In this matter of climate, however, it is important that the colonist who intends to go to New Brunswick should not be in any sense deceived. The climate of New Brunswick is radically and essentially different from that of Great Britain in two respects: the air is much drier, and the range of the thermometer is greater. Yet it is remarkable that people from Great Britain feel the cold less than at home. There is a considerable difference between the climate of the coast of the Bay of Fundy and that of the interior, the former being milder and less subject to extremes of heat and cold.

Crops.

New Brunswick produces every kind of grain and root crop produced in England, as well as some that will not come to maturity in the climate of the latter country.

Putting up Hay.

All who have given the subject proper attention agree in stating that New Brunswick is particularly well adapted for a system of varied husbandry, combined with cattle raising and feeding. The pastures are excellent, and the abundant crop of roots affords the means of preparing beef and mutton of good quality for the provincial or English markets. That this can be done with profit has been demonstrated beyond a doubt.

A good deal of attention has been given of late to dairying, with the best results. Trial shipments of butter and cheese have been made to Great Britain, and the highest prices obtained, and when competition was tried at some of the great exhibitions, the highest awards were won.

The position of the maritime provinces on the Atlantic seaboard, and their proximity to Great Britain, give them special advantages for the transport of their products to that market.

All garden vegetables, such as cabbage, cauliflower, beet, celery, lettuce, cucumbers, onions, tomatoes, pumpkins and squash, grow to the greatest perfection. At the Provincial Exhibitions cucumbers 29 inches long, and squash weighing 158 pounds, have been shown.

The fruits of New Brunswick are apples, pears, plums, cherries, gooseberries, strawberries, raspberries, blueberries and blackberries. Wild grapes grow on all the islands of the St. John River, and butter-nuts and hazel-nuts are abundant in a wild state.

Live Stock. A great deal of attention has been paid of late years, both by the Government and by private breeders, to the improvement of the live stock of the province; and although there is still great room for improvement, the stock of the best New Brunswick farmers will compare favourably with that of other countries. The Federal Government has established an Experimental Farm on the borders of New Brunswick and Nova Scotia, in connection with the general system of Experimental Farms for the whole Dominion. Although sufficient time has not elapsed since the farm was established to give definite returns, enough evidence has been obtained to prove that all kinds of vegetables, grain, pulse, &c., are above the average, both in yield and quality.

The introduction of improved breeds has led to the raising of large numbers of cattle for the English markets, a business which is now conducted on an extensive scale by the farmers of Albert and Westmoreland. Some of the establishments in these counties stall-feed as many as 200 or 300 head in a winter; and large aggregate numbers are exported.

How to obtain a Farm. The farmers of New Brunswick are almost without exception the owners of the farms they cultivate. If a man rents a farm he only does so for a short period, and for the purpose of employing his time until he can do better. Every man can become a landowner if he wishes, and therefore, the relations of landlord and tenant, so far as they apply to farmers, are almost unknown.

All men who wish to emigrate do not, however, possess enough money to buy a farm, or even to stock it if it were bought. To such the Labour Act passed by the New Brunswick Legislature offers an easy way for them to become landowners, and in the end farmers, perhaps of independent means.

Ten years ago the free grant system of settlement was introduced, and it was found a great success. There are now about fifty free grant settlements in the province, settled by thousands of industrious men who had no means of purchasing farms, but who will soon be in prosperous circumstances. The aggregate value of the improvements in those settlements which have been carved out of the forest within the past ten years is probably not less than one million dollars. Land is not now given under the Free Grants Act, but the provisions of the Labour Act virtually give a free grant, as work done on the roads in payment for the land is done near the applicant's own lot, and is greatly to his benefit.

Land Regulations. Crown lands may be acquired as follows:—

(1.) One hundred acres are given to any settler over 18 years of age who pays £4 in cash, or who does work on the public roads, &c., equal to £2 per annum for three years. Within two years a house, 16 feet by 20 feet must be

built and two acres of land cleared. Continuous residence for three years from date of entry, and 10 acres cultivated in that time are required.

(2.) Single applications may be made for not more than 200 acres of Crown lands without conditions of settlement. These are put up to public auction at an upset price of 4s. 2d. per acre. Purchase money to be paid at once. Cost of survey to be paid by purchaser.

The Forests and the Wood Trade.

Next to agriculture, the industry which, in New Brunswick, employs the largest number of men and yields the largest returns, is the lumber trade. The whole of the province was originally covered with magnificent forests, and these forests are still a great source of wealth, their products forming by far the largest item in the exports of the province. This will be seen by the following statement of the exports of New Brunswick for 1896:

Produce of the Mine		$ 101,360
do	Fisheries	798,276
do	Forest	5,543,612
Animals and their produce		579,531
Agricultural products		331,679
Manufactures		433,745
Miscellaneous articles		7,151
		$7,855,343

Granted and Ungranted Lands.

It is estimated that the province contains 17,894,400 acres, of which 10,000,000 acres have been granted and located, and 7,894,400 acres are still vacant.

Manufactures.

New Brunswick, owing to its cheap coal and proximity to the markets of the world, has many advantages as a manufacturing country. It is now the seat of a number of extensive manufacturing industries, to which additions are constantly made, as the field for manufactured products becomes wider. There are five large cotton mills in the province—two in St. John, one at St. Stephen, one at Marysville and another at Moncton. These mills make cotton cloth and cotton yarn of all kinds, and give employment to about thirteen hundred persons. There are three large woollen mills in the province, one at St. John, one at Moncton, and one at Port Elgin, which manufacture homespuns, tweeds, flannels, dress goods, &c. There are a number of smaller cotton and woollen mills in the various parts of the province.

The Fisheries.

The fisheries of New Brunswick are very valuable, and employ a large number of men. According to the returns of 1895, the number of vessels engaged in the New Brunswick fisheries was 238, and boats 5,429, giving employment to 10,389 men. The fishery products for 1895 were valued at $4,403,158, and stand second among the provinces of the Dominion. The kinds of fish caught are cod, haddock, hake, pollack, herring, alewives, mackerel, halibut, salmon, shad, sardines, smelt, sturgeon, eels, trout, lobsters and oysters, most of which are identical with the same species in Europe. The oysters found on the north coast of the province are of a very fine quality. All the waters which wash the shores of the province abound with fish, and the great rivers are the natural home of the salmon and trout. There is no country in the world which offers such unrivalled opportunities for the angler as New Brunswick. Every river, brook and lake abounds with fish.

Minerals.

There are indications of mineral wealth throughout the province, and a number of mines have been successfully worked.

The following is the official statement of the products of the mines exported from New Brunswick in 1896:—

Asbestos	$ 3,581
Coal	15,268
Crude gypsum	71,441
Manganese	3
Plumbago	8
Unwrought stone and other articles	6,059

Sport.

There is plenty of sport in this province. The Indians (consisting of the Micmac and Amelecite tribes—the former inhabiting the coast and the latter the interior) are very inoffensive, and make useful guides in hunting and fishing expeditions.

A Farm in Sussex, N.B.

A Farm in Sussex, N.B.

Quebec, from Point Lévis.

PROVINCE OF QUEBEC

THE province of Quebec has an area of 228,900* square miles. The soil of a certain portion of this immense area is exceedingly fertile, and capable of high cultivation. The cereals, grasses, root crops, and many of the fruits of the temperate zone, grow in abundance and to perfection. In the southern part of the province Indian corn is a large crop, and fully ripens. Tomatoes grow in profusion and ripen, as do also many varieties of grape. Quebec has vast tracts of forest land, and a very large lumber trade. It is rich in minerals, including gold, silver, copper, iron, plumbago, galena, felspar, limestone, asbestos, and mica, and has also immense deposits of phosphates of lime, but it has no coal. Petroleum has been found, lately, in paying quantities, in the county of Gaspé. The province has large deposits of valuable peat. Its fisheries are among the most valuable in Canada.

Extent and General Capabilities.

The inhabitants of the British islands and France will find themselves at home in the province of Quebec, the English and French languages being both spoken.

This province was originally settled by the French. Among the first English settlers who fixed their homes in Quebec were the United Empire Loyalists, whom the War of Independence in the United States caused to emigrate to Canada. As a recognition of their allegiance the British Government gave them large grants of land in the Eastern Townships in Quebec.

River St. Lawrence.

The great River St. Lawrence, which forms so remarkable a feature of the continent of North America, runs through this province from the head of present ocean navigation to the Gulf of St. Lawrence, and gives to the province of Quebec a commercial position of command-

* By an Order in Council of July 8th, 1890, the area of the province of Quebec was extended and is now computed to be 347,350 square miles.

ing importance, not only in relation to the province of Ontario and the North-west of Canada, but also to a large portion of the adjoining United States. This great river, apart from its commanding commercial importance, is also remarkable for great natural beauty at every point of its course. Its waters are everywhere clear and generally blue; being in this respect the opposite of the muddy waters of the Mississippi; and many of its affluents would be estimated great rivers on the continent of Europe. It is worth a trip to Canada to sail up the St. Lawrence.

Montreal (240,000) is the chief city of Canada, the commercial metropolis, and the principal port of entry. It is built upon a series of terraces, and is over four miles long by two broad, and has a magnificent background in Mount Royal, which rises about 760 feet above the river level. The hotels, public buildings and quays are large and handsome. The city is the centre of the great railway system of Canada, and is the most important manufacturing district in the Dominion, having large and varied industries, which give employment to many thousand artisans.

Quebec, (70,000), the most historic city of Canada, is the seat of the Provincial Government, and presents many features of great interest, its surroundings including probably some of the most beautiful scenery in the world. The harbours, quays and graving dock are of great importance. It has rail and water communication with every part of Canada, and passengers from the ocean steamers generally land there in the summer season.

Climate. The winters in Quebec are cold and the summers somewhat similar to those in France—this province having the summer suns of France, being in the same latitude. But very exaggerated notions prevail abroad as to the severity of the winters in the province of Quebec. There is decided cold; but the air is generally dry and brilliant, and the cold, therefore, not felt to be unpleasant. Snow always covers the ground during the winter months. It packs under foot, and makes everywhere winter roads, over which heavy loads can be drawn in sleighs with the greatest ease. These roads, for the purpose of teaming, are probably the best in the world, and they are available in the newest and roughest parts of the country before the regular summer roads are made. The snow which lasts, generally commences in December and goes away in April.

The snow covering is most advantageous for agricultural operations, as is also the winter frost. Both leave the ground in a favourable state, after its winter rest, for rapid vegetable growth.

The climate of Quebec is one of the healthiest under the sun, as well as the most pleasant to live in. Fever and ague, though scourges of the south-western States, are unknown here. There is no malaria, every climatic influence being healthy and pure

Soil and Products. The soil of the province is found to be for the most part extremely rich, and susceptible of the highest cultivation. It is adapted to the growth of very varied products. The cereals, hay, root crops and grain crops grow everywhere in abundance where they are cultivated. Spring wheat gives an average of about eighteen bushels to the acre. Cattle-breeding on a large scale is carried on, and for some years past cattle have been exported in large quantities from this province to the English market. For pasturage the lands of Quebec are of special excellence, particularly those in the Eastern Townships and north of the St. Lawrence.

Indian corn, hemp, flax and tobacco are grown in many parts of the province and yield large crops.

Parts of the province of Quebec are especially favourable for the growth of apples and plums. Large quantities of the former are exported, and some of the varieties which are peculiar to this province cannot be excelled, and they have specialties which perhaps cannot be equalled. The small fruits everywhere grow in profusion, and grapes, as elsewhere stated, ripen in the open air in the southern and western parts of the province. They are now beginning to be largely grown.

Population and Industries. The population of the province of Quebec was 1,488,535 by the census of 1891. Agriculture is the chief occupation of the population at present, but manufactures, fishing in its

Timber Cove near Quebec.

great waters, and commerce, occupy the labours of a considerable part of its inhabitants, as do also lumbering, mining and shipbuilding.

The most important trade in Quebec is the lumbering industry, and this affords, in many parts, a ready market for the farmer, and in the winter season employment for himself and his horses.

The extension of railways has been very rapid in the province of Quebec since Confederation; and these have led to a very great development of wealth. Many large manufactories have also been recently established.

The province has yet much room for men and women, and for capital to develop its vast resources.

The principal articles manufactured in this province are cloth, linen, furniture, leather, sawn timber, flax, iron and hardware, paper, chemicals, soap, boots and shoes, cotton and woollen goods, cheese, &c., and all kinds of agricultural implements. There were 2,274 cheese and butter factories, according to the statistics of 1895.

The statistics of manufacturing in the province of Quebec, according to the census of 1891, are:

Capital invested	$118,291,115
Number of employees	117,389
Wages paid	$ 30,699,115
Value of products	$153,195,583

Means of Communication. The great River St. Lawrence, from the earliest period of settlement has afforded the chief means of communication, but the province has other large navigable rivers, among which may be mentioned the Ottawa, which divides it from the province of Ontario, and also in its turn has affluents of very considerable length; the Richelieu, with its locks, affords communication with the Hudson, in the state of New York; the St. Maurice is navigable for a considerable distance; and the Saguenay is one of the most remarkable rivers on the continent, or, in fact, in the world, and thousands visit it yearly to view its scenery. There are other rivers of less importance. It has already been stated that the extension of railroads has been very rapid, and these, in fact, now connect all the considerable centres of population both on the north and south shores of the St. Lawrence. The wild lands are opened up by colonization roads, and besides the regular macadamized roads there are roads everywhere throughout the province.

Fisheries and Minerals. It has been already stated that the province of Quebec is rich in minerals. Gold is found in the district of Beauce and elsewhere. Copper abounds in the Eastern Townships, and iron is found in many places. Some very rich iron mines are being worked, notably by the Canada Iron Furnace Company (Limited), employing 750 men. Lead, silver, platinum, asbestos, &c., are found in abundance. Asbestos is found in great quantities, especially in the counties of Megantic, Arthabaska, Beauce, Brome, Ottawa, Richmond and Wolfe. The great deposits of phosphate of lime, particularly in the Ottawa valley, have been elsewhere alluded to. These mines have been extensively worked, and large quantities of phosphate have been exported. This mineral brings a high price in England, owing to its high percentage of purity. Mica is also found in good quantity in Ottawa and Pontiac districts and it seems to exist in superior quality in the district of Saguenay, notably in Bergeronnes and Tadoussac, where the Government have sold two valuable mines.

The fisheries of the province are a great boon to the settlers and fishermen resident on its coast lines. The fishing industry has attained large proportions, the products being exported to distant portions of the Dominion and foreign parts.

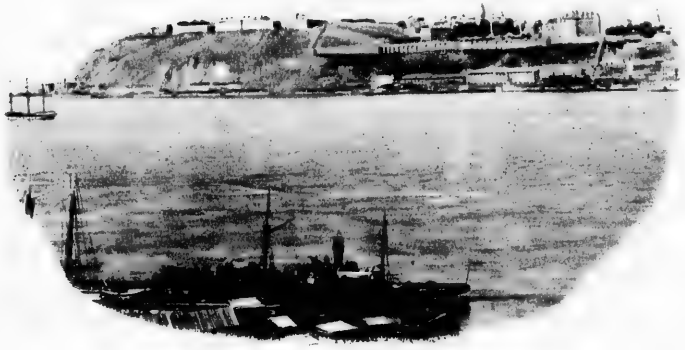
Farms for Sale and Government Lands. Tenant farmers from the old country may find frequent opportunities to purchase improved farms in the province of Quebec at very reasonable prices—from £4 sterling to £6 sterling per acre, including dwelling-houses, outbuildings and fencing. Farms of this description, particularly suited to emigrants from the United Kingdom, may be found in the Eastern Townships.

It has been already stated that about 6,000,000 acres of land have been surveyed by the Government, for sale.

Land Regulations. Lands purchased from the Government are to be paid for in the following manner:—One-fifth of the purchase money is required to be paid the day of the sale, and the remainder in four equal yearly instalments, bearing interest at 6 per cent. But the price at which the lands are sold is so low—from 20 cents to 60 cents per acre (10d. to 2s. 5½d. stg.)—that these conditions are not very burdensome; in fact, they are equivalent to giving the lands free, as the price at which they are sold is barely sufficient to cover the cost of making the survey and constructing the roads.

The purchaser is required to take possession of the land sold within six months of the date of the sale, and to occupy it within two years. He must clear, in the course of ten years, ten acres for every hundred held by him, and erect a habitable house of the dimensions of at least 16 feet by 20 feet. The letters patent are issued free of charge.

The parts of the province of Quebec now inviting colonization are the Lake St. John district, the valleys of the Saguenay, St. Maurice, and the Ottawa Rivers, the Eastern Townships, Lower St. Lawrence, Lake Temiscamingue, Gaspé, and the valley of the Matapedia.



The Citadel, Quebec.

52 Lumbering in the Winter.

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Legislative Buildings, Toronto.

PROVINCE OF ONTARIO

ONTARIO embraces an area of about two hundred and twenty-two thousand square miles, and has a population exceeding two millions.

Redeemed, as the cultivated portion of the province has been, from the primeval forest, it is needless to say that the vast wealth of timber still remaining is one of its most valuable heritages, capable of furnishing an abundant supply, both for home consumption and for every probable demand that commerce can make upon it, for long years to come. Though much has been added of late years to the general knowledge of the subject, the great region which is considered to be the main depository of nature's most liberal gifts in mineral wealth, is as yet almost unexplored, and only known as to its general external features. But enough is already established to show that the districts north of Lakes Huron and Superior are enormously rich in gold, iron, silver, copper, nickel, and other minerals, and now that the Canadian Pacific Railway is running through that country, an early development of the mining industry is sure to follow. The recent discoveries, in the Lake of the Woods and Rainy River districts, of rich deposits of free milling gold indicate the existence of a wide area of auriferous country in that little-known portion of the province. It has been ascertained, moreover, that the nickel deposits are practically of illimitable extent and enormous value. In eastern Ontario there have been considerable finds of gold, galena and mica, while the quarrying of apatite, or phosphate of lime, and marble of excellent quality, are both profitable industries. In the southern district, near Lake Huron, are the famous oil springs, from which petroleum is obtained in immense quantities; further to the north in the same district are prolific salt wells, which send forth an abundant supply of brine, the salt obtained from which forms a large item in the commerce of the place; while eastward on the Grand River there are extensive mines of gypsum or plaster of

Paris. There are also considerable areas of peat beds in several parts of the province; its rivers and lakes are well supplied with fish, and its forests with game. But the great and abounding element of Ontario's natural wealth is in its soil, and to it and its products it is desired to direct the attention of intending immigrants.

Cities.

Toronto, the seat of the Provincial Government, had a population of 181,220 according to the census of 1891. It is a city of which any country might be proud; it is continuing to grow steadily both in wealth and population, and has many very fine public buildings and many important manufactories.

Toronto.

Ottawa has a population of about 50,000; it is the seat of the Dominion Government, and here are erected the Houses of Parliament and departmental buildings. These edifices are of great beauty, and excite the admiration of all visitors to the capital. Ottawa is the centre of the Ontario lumber trade.

Hamilton (population 48,980) is beautifully situated on the south-west shore of Burlington Bay, at the extreme west end of Lake Ontario. It has excellent facilities for communication by water and railway, and is a large manufacturing city.

Demand for Labour.

The soil of this province may be generally described as very rich. It varies in different localities, but a large proportion of the whole is the very best for agricultural and horticultural purposes, including the growing of all kinds of fruits which flourish in the temperate zone; its special adaptation to the growth of these being favoured as well by its summer suns as by the modifying influence of the great lakes.

Men to work and develop the agricultural and mineral resources are, therefore, the kind of settler Ontario most needs. Agriculturists, from farming being the leading industry, stand in the first place. The demand for female domestic servants is always large and steady. But as respects artisans and mechanics, and men required by its numerous industries, they are referred to the general directions to classes who should immigrate to this country, in the earlier pages of this book.

Ontario has now become an important manufacturing country. The leading indus-

...ries are works for making all kinds of agricultural implements, in iron and wood, wagons, carriages, railroad rolling stock (including locomotives), cotton factories, woollen factories, tanneries, furniture factories, flax works, ordinary iron and hardware works, paper and pulp factories, soap works, woodenware, &c. The bountiful water supply in Ontario, as well as steam, is used for motive power in these manufactures.

The census returns for Ontario relating to manufacturing are as follows, and refer to the year 1890 :—

Capital invested	$175,972,021
Number of employees	166,326
Wages paid	$49,733,359
Value of products	$240,100,267

Agricultural College. The Agricultural College and Experimental Farm, near the city of Guelph, forty-nine miles west from Toronto, in the midst of a fine farming district, were established by the Provincial Government, under the administrative control of the Provincial Minister of Agriculture for the special purpose of giving a practical and scientific education to the sons of farmers. The farm consists of some 550 acres, and is fitted with every appliance for successfully carrying out its purpose of giving to the youth who attend it thorough and practical knowledge of every branch of agriculture, more especially of those branches which are best adapted for profitable prosecution in the province, according to conditions of climate and soil. It is conducted by an able staff of professors, instructors, and the fees are exceedingly moderate.

The Experimental Farm has conferred great benefit on the agriculturists of the province, by the importation of thorough-bred stock from Great Britain, and by holding annual sales as the animals multiply on the farms. It annually distributes seeds and grains that have been imported from Europe and tested for two or three years. The results of its various experiments in grain-growing, feeding and dairying, are published in bulletins from time to time. Fully equipped laboratories are connected with the college and farm, and every department of agricultural instruction is well organized. Further information may be obtained through the president of the college, Guelph, Ont. It must be obvious that such an institution is calculated to aid very materially in the development of every branch of agricultural industry.

Climate. The climate of Ontario varies according to latitude, altitude and situation with reference to the great lakes, but is, upon the whole, one of the most pleasant and healthful in the world. The extremes of heat and cold are greater than in Great Britain, but the purity and dryness of the atmosphere render the hottest days in summer as well as the coldest in winter endurable without much discomfort.

In the southern region, bordering on the lower lakes (Erie and Ontario), the winter usually begins about Christmas and lasts until the latter part of March. Further to the north it begins a little earlier, say about the middle of December, and breaks up during the first or second week in April. Except in the northern region, there is no winter in Ontario lasting over four months, and its average duration in the settled portion of the province (previously described) is from three months in the southern and western to three and a half, or at most four months in the eastern and northern districts. Though in the northern parts of the province the winter begins earlier and breaks up later than in the southern, yet so far as settlement has yet advanced to the west and north, the seasons have offered no bar to the successful prosecution of agriculture.

April ushers in the spring, which comes with great rapidity, the luxuriant vegetation being a perennial source of wonder and admiration even to those who have witnessed it for twenty or thirty years, but whose memories recur to the slower growth with which they were made familiar in the country where they spent their youth. For the practical purposes of the farm the spring is a "short" season and a busy one. The genial rains which fall liberally in April and May, and the increasing warmth of air and soil, push forward vegetation with great vigour, and in a few weeks the summer time and the harvest are hurried on together.

The summer season is usually reckoned from the middle or end of May to the middle of September. Under the steady warmth and refreshed by occasional brief but copious showers, the crops make rapid progress, and the month of June is hardly finished ere

the hum of preparation for the harvest is heard. Hay cutting begins about the end of June, and wheat harvesting in the first week of July, in the most southern parts of the province. In other localities both operations begin a week or two later, according to the situation. All the other grain crops follow in rapid succession, so that by the end of August the harvest is completed throughout the province. The harvest time is usually the period of extreme summer heat, yet those who work in the open fields, under the rays of the sun, in the middle of the hottest days seldom suffer injury or even serious discomfort if they use ordinary precautions for their protection.

The autumn season, called the "Fall," is the most deliciously enjoyable weather of the whole year to those who do not give the preference to the crisp air, the keen frost and music of the sleigh-bells in winter. Autumn is not less beautiful than summer; the atmosphere is cooler, but in October and sometimes in November the days are of a genial warmth, and the nights cool and refreshing. The operations on the farm at this season consist mainly of preparations for the next approaching seasons of winter and spring. The gathering and storing of root crops, the "fall" ploughing, and the preparation generally for wintering stock, should keep the farmer and his help busy, whenever the weather permits. It is usual to have a flurry of snow sometimes in November, which, however, seldom lies more than a day or two, when it disappears; and the cool open weather, with occasional heavy rains, runs well on through December, especially in the south-western districts.

Devil's Gap, Lake of the Woods, Ont.

Access to Markets.

The position of Ontario, with respect to its means of access to the markets of the world, is very advantageous. Its interior means of transport are ample. At half a dozen different points its railway system connects with that of the United States. Its magnificent system of lake, canal and river navigation accommodates not only its own trade, but also a great portion of the trade of the Western States. Toronto, its capital, the seat of the Provincial Government and Legislature, of the Universities and other institutions of learning, and of the Law Courts, is a fine and flourishing city and offers a ready market for almost everything the farmer has to sell. It is the headquarters of the principal exporters of live stock and of the leading men in commercial and manufacturing business, and the centre of a complete network of railways extending throughout the province in all directions. The trip from Toronto to Liverpool can now be made with ease and comfort in eight or nine days by the present St. Lawrence steamers, and might be made in much less time by the "ocean greyhounds." Large quantities of farm and dairy produce are sent yearly to British markets.

The markets throughout the province are within easy reach of the farmer in every settled district. The highways are substan-

tially made and kept in good repair, towns and villages are thickly dotted over the country, being seldom more than from five to ten miles apart, and all farms are within a short distance of a railway station. The question of easy access to markets is one which might be supposed to involve serious difficulties in a country embracing such a wide range of distances; but, practically, the means of transport are so ample and the freight rates so regulated, and upon the whole so low, that there is no settled part of the province in which material obstacles are presented, either as respects costs or convenience.

Soil. Ontario has many varieties of soil, nearly all of which are fertile and easy of cultivation. The most common are the loams of different kinds, black, clay and sandy. There are also light and heavy clay soils, sandy soils, and in some districts marsh and alluvial soils of great depth resting on clay bottoms. The old farms are in some places partially worn out through long-continued wheat cropping; but they still yield a profitable return if cultivated with the view to stock-raising or dairy farming, the two branches which promise in the future to be the leading features of agricultural industry in Ontario, both of which have a tendency to restore and enrich the soil.

The following gives the area and produce of the principal field crops of Ontario for 1895 and 1896, with the yearly average for the fifteen years 1882-96:—

FIELD CROPS—ONTARIO.

Field crops.	Acres.	Bushels.	Yield per acre.
Fall wheat:			
1896	876,955	15,078,441	17·2
1895	743,199	14,155,282	19·0
1882-96	887,205	17,625,061	19·9
Spring wheat:			
1896	255,361	3,519,322	13·8
1895	223,957	3,472,543	15·7
1882-96	490,188	7,444,411	15·2
Barley:			
1896	462,792	12,669,744	27·4
1895	478,046	12,090,507	25·3
1882-96	655,073	16,754,305	25·6
Oats:			
1896	2,425,107	82,979,992	34·2
1895	2,373,309	84,697,566	35·7
1882-96	1,838,089	63,019,912	34·3
Rye:			
1896	148,680	2,230,873	15·0
1895	120,350	1,900,117	15·8
1882-96	102,473	1,631,799	15·9
Peas:			
1896	829,601	17,493,148	21·1
1895	799,963	15,568,103	19·5
1882-96	707,844	14,322,273	20·2
Buckwheat:			
1896	145,606	2,602,669	17·9
1895	135,262	2,791,749	20·6
1882-96	91,825	1,798,028	19·6
Beans:			
1896	68,369	1,197,535	17·5
1895	72,747	1,494,179	20·5
1882-96	36,301	627,560	17·3
Potatoes:			
1896	178,965	21,305,477	119
1895	184,647	29,390,884	159
1882-96	158,244	18,764,490	119
Mangel-wurzels:			
1896	36,101	16,849,401	467
1895	34,383	15,961,502	464
1882-96	22,478	9,910,468	441
Carrots:			
1896	12,333	4,618,441	374
1895	13,002	4,581,373	352
1882-96	10,666	3,753,882	352

FIELD CROPS—ONTARIO.

Field crops.	Acres.	Bushels.	Yield per acre.
Turnips :			
1896	148,234	69,814,841	471
1895	151,806	63,496,702	418
1882-96	117,557	49,689,055	423
Corn for husking (in the ear) :			
1896	317,667	24,071,364	75.8
1895	302,929	24,819,899	81.9
1892-96 (five years)	257,340	18,093,815	70.3
		tons.	tons.
Corn for silo and fodder (green) :			
1896	178,962	1,948,780	10.89
1895	149,899	1,775,654	11.85
1892-96 (five years)	125,498	1,354,526	10.79
Hay and clover :			
1896	2,426,711	2,260,240	.93
1895	2,537,674	1,849,914	.73
1882-96	2,381,903	3,204,072	1.35

The estimates in August were : fall wheat, 14,516,088 bushels ; spring wheat, 3,677,757 bushels ; barley, 12,303,091 bushels : oats, 84,974,508 bushels ; rye, 2,353,001 bushels ; peas, 18,591,922 bushels.

Bridge over Winnipeg River.

The total area under the crops enumerated above is 8,511,444 acres, as compared with 8,321,173 acres in 1895. The area devoted to pasture in 2,619,744 acres. The estimated area in orchards, garden and vineyard is 320,122. The number of apple trees of bearing age is placed at 5,913,906, while there are 3,548,058 young apple trees planted in orchards. The yield of apples in 1896 is estimated to be 55,895,755 bushels or an average of 9·45 bushels per tree of bearing age.

The Wheat Crop of the World. The figures for 1895 show the total wheat crop of the world, by continental divisions, and the tabulated statement shows the wheat crop of America (north and south) for 1895. The detailed statement of the world's wheat crop is difficult to make because in some important wheat-growing countries official returns of wheat production are not made and a comparison would therefore be incomplete. In 1895 the total European production, as near as can be estimated, was 1,443,233,000 bushels, the total Asian production, 404,578,000, the total North American, 538,563,000, the total South American, 85,000,000, the total African, 48,842,000, and the total Australasian, 32,461,000, making a grand total of 2,552,677,000 bushels.

Whether available, official figures, either preliminary or final, have been used. It is unfortunate that in some important wheat-growing countries official returns of wheat production are not made. In such case commercial estimates have been used.

In the countries of the Southern Hemisphere the wheat harvest takes place from November to February, and the estimates given for these countries are for the twelve months ending October 31st of the years indicated at the head of each column. The unit of measure used is the Winchester bushel, which has a capacity of 2,150·42 cubic inches. Where the original quantities are stated by weight they have been reduced to bushels on the somewhat arbitrary standard of 60 pounds of wheat to the bushel.

Threshing in Western Canada.

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WHEAT CROP.

Country.	1891.	1892.	1893.	1894.	1895.
	Bush.	Bush.	Bush.	Bush.	Bush.
United States	611,780,000	515,949,000	396,132,000	460,267,000	467,103,000
Ontario	33,611,000	29,690,000	22,416,000	20,507,000	18,183,000
Manitoba	23,923,000	14,909,000	16,108,000	17,714,000	32,777,000
Rest of Canada	5,101,000	5,102,000	4,126,000	6,362,000	6,500,000
Total Canada	62,635,000	49,701,000	42,650,000	44,583,000	57,460,000
Mexico	15,000,000	14,000,000	15,000,000	18,000,000	14,000,000
Total North America	689,415,000	579,650,000	453,782,000	522,850,000	538,563,000
Argentina	32,000,000	36,000,000	57,000,000	80,000,000	60,000,000
Uruguay	2,805,000	3,292,000	5,703,000	8,915,000	10,000,000
Chile	18,000,000	16,500,000	19,000,000	16,000,000	15,000,000
Total South America	52,805,000	55,792,000	81,703,000	104,915,000	85,000,000

Hemp, flax, tobacco and sugar-beet are profitable crops. Maize, or Indian corn, and tomatoes, ripen well, while in all parts of the province apples and grapes come to perfection. In the Niagara, Lake Erie and Lake St. Clair regions, peaches ripen in the open air and are produced in immense quantities. The growth of such products forms an unerring index to the character of the climate. Immense quantities of grapes are grown in western Ontario especially, and shipped to all the principal markets of the Dominion, or are consumed in the districts in the production of wine.

As to the value of the live stock in the province, it may be mentioned that, according to the returns published by the Bureau of Industries, it was estimated in 1895 at $111,547,652. The number of animals is stated as follows :—

Dairy Farms. The value of the cheese exported has more than doubled within recent years, Canadian cheese being now recognized as the best made in America ; and of late years it has competed successfully with the English-made article. A single cheese, weighing a little over "eleven tons," made in the province of Ontario, excited the wonder and admiration of visitors to the World's Columbian Exhibition at Chicago in 1893. The following figures tell the progress of the cheese trade :—

	Quantity exported. Lbs.	Value. $
1886	974,736	123,494
* * * *	* * *	*
1890	94,260,187	9,372,212
1891	166,202,140	9,508,800
1892	118,270,052	11,652,412
1893	133,946,365	13,407,470
1894	154,977,480	15,488,191
1895	146,004,650	14,253,002
1896	164,689,123	13,956,971

LIVE STOCK ONTARIO.

	On hand July 1.		Sold or Killed in Previous Year.	
	No.	Value.	No.	Value.
		$		$
Cattle	2,150,103	46,708,017	418,131	13,272,127
Horses	647,696	40,283,754	40,346	2,616,391
Sheep	2,022,735	7,708,442	682,315	2,484,612
Pigs	1,299,072	7,101,211	1,159,992	10,067,667
Poultry	7,752,840	2,156,623	1,030,567	860,334
		103,958,047		29,301,131

The butter exported amounted in 1896 to 5,889,241 pounds, valued at $1,052,089. Efforts are being made, with Government assistance, to establish creameries and improve the farmers in the art of butter-making, which has not as yet been very thoroughly understood among the majority of the rural population. Travelling dairies, under the direction of the Minister of Agriculture for Ontario, have been sent throughout the province from the Agricultural College, Guelph, for the past five years. There are three dairy schools, at Guelph, at Kingston and at Strathroy.

Fruit Farming. Fruit farming (embracing vine culture) is another branch to which the attention of the intending settler in Ontario should be directed. In any part of the province of Ontario the farmer may have his orchard, and in many parts he has it; but in the early struggle with the sturdy trees of the forest the pioneer had no time to think of such luxuries, and hence the planting of orchards was neglected. For many years, however, the apple tree has been steadily growing in importance, and plums, pears and peaches, and small fruits of every kind, form an important item in the marketable products of many a farm. The fruit region may be described in general terms as extending from the east end of Lake Huron, along Lake Erie to the Niagara River, and including all the counties bordering on Lake Ontario. Though apples may be cultivated with profit in any of the settled portions of the province, it is only in the southern region above indicated that fruit culture has up to this time received much attention, and the success which has attended it has been so encouraging that vineyards, orchards and fruit gardens on a large scale are numerous in the Niagara district and westward on the same line till the county of Essex is reached, which is regarded as specially adapted for the profitable cultivation of the vine.

Lake of the Woods.

Value of Farm Property and Taxation. The value of farm property, in Ontario in 1895 was estimated at $931,989,574, made up of $572,938,472 farm land, $204,148,670 buildings, $50,944,385 implements, and $103,958,047 live stock. The total value of field crops in Ontario in 1895 was placed at $99,655,895. The average rate of direct taxation levied by municipalities in Ontario in 1892 for all purposes, including schools, was $4.17 per head in townships, $5.81 in towns and villages, and $12.36 in cities, being equal to $6.18 per head for the whole population assessed.

Minerals. The produce of the mine from Ontario is shipped almost exclusively to the United States. The industry is yet in its infancy, but there are opportunities for its development to an almost unlimited extent, and the experienced man of very moderate means can readily

establish himself in the business, as mining lands are sold or leased by the Government at low figures. The mining regulations are of the most liberal character. In the matter of iron alone it is affirmed by competent judges that the province of Ontario is rich enough in ore to make it a successful competitor with the United States in the production of iron. The ore occurs both as magnetite and hematite in various portions of the province, but the deposits of eastern Ontario and of the country west of Port Arthur are among the most notable. Gold, silver, nickel, lead and copper ores are found in various parts of the province, the mineral-bearing districts of which are yet largely unexplored. In the Lake of the Woods, Seine River and Rainy Lake districts, recently discovered gold fields have attracted large numbers of prospectors and miners, and give promise of being permanently productive. Several gold mines are in regular operation, turning out bullion weekly. The rich nickel fields of the Sudbury district have become famous within recent years, and so far as is known form the only important supply of this metal in America. Mica, asbestos, gypsum and graphite are also mined. Clay for pressed brick is found in great abundance below the sandstone of the Niagara escarpment, and the manufacture of pressed brick and terra cotta is now becoming an important industry. Structural materials, such as building stone, lime, sand, gravel, &c., are found in great abundance throughout the province, and the manufacture of natural rock and Portland cement has been begun at several points where the necessary materials occur.

The salt and petroleum wells of several counties in the western peninsula have long been in successful operation.

Natural Gas. Natural gas is found in the Lake Erie counties, and a number of wells have been bored which yield from one to ten million cubic feet of fuel gas per day.

Facilities for obtaining Farms. The price of farming land varies much according to locality. In the neighbourhood of the cities and large towns in the old settled districts it is sometimes as high as $100, or £20 sterling, per acre, and from that figure it runs all the way down to £2, or $10 per acre, for partially cleared farms in the newly-settled districts in the north-eastern part of the province. In speaking of the price of a farm in Ontario it is usually rated at so much per acre, including buildings, fencing and all fixed improvements; hence, many of the so-called highly priced farms may carry a charge of $20 or more per acre on account of the value of the dwelling-house, stables, barns and other outbuildings, which are sometimes very commodous, substantial structures of brick or stone, costing from $3,000 to $5,000 or more.

The average price for good farms in the best agricultural districts in the old settlements is from $30 to $50 (£6 to £10) per acre, and at this figure usually a large amount of the purchase money may remain unpaid for a term of years, secured by mortgage at a rate of interest not exceeding 6 per cent. In the newer counties, where the land is but partly cleared, where a half or the three-fourths of the farm is still in its primitive wooded condition, or "in bush," as the local phrase has it, prices range from $15 to $25 (say £3 to £5) per acre for really good farms, in good situations, to still lower figures where the situation and soil are not so favourable.

Free Grant Lands. Any head of a family, whether male or sole female having children under 18 years of age, can obtain a grant of 200 acres; and a single man over 18 years of age, or a married man having no children under 18 residing with him, can obtain a grant of 100 acres. This land is mostly covered with forest, and is situated in the northern and north-western parts of the province.

Land Regulations. Such a person may also purchase an additional 100 acres at 50 cents per acre, cash. The settlement duties are—to have 15 acres on each grant cleared and under crop at the end of the first five years, of which at least 2 acres are to be cleared annually; to build a habitable house, at least 16 feet by 20 feet in size; and to reside on the land at least six months in each year.

In the Rainy River district to the west of Lake Superior, consisting of well-watered,

uncleared land, free grants are made of 160 acres to a head of a family having children under 18 years of age residing with him (or her); and 120 acres to a single man over 18, or to a married man not having children under 18 residing with him; each person obtaining a free grant to have the privilege of purchasing 80 acres additional, at the rate of one dollar per acre, payable in four annual instalments with interest, and the patent may be issued at the expiration of three years from the date of location or purchase, upon completion of the settlement duties. The soil of this district is a deep rich loam, over an area of nearly a million acres and is perhaps unsurpassed for fertility by any portion of the province. Rainy River itself is a fine navigable stream 150 to 200 yards wide and more than 80 miles long.

NORTH-WESTERN ONTARIO.

The Rainy River District. Before reaching Manitoba, the traveller on the C. P. R. passes through the northern portion of this region, but the fertile part, estimated to contain about 600,000 acres of good agricultural land, lies principally in the valley of the Rainy River. The Rainy River forms for some distance the boundary between Ontario and the United States. It is a fine navigable stream from 150 to 200 yards wide, and connects the Lake of the Woods with Rainy Lake, a distance of about eighty miles. The river passes through a rich alluvial tract of a uniform black loam of great depth. Nearly all the land fronting on the river is suitable for agriculture and a considerable settlement already exists there. Fort Frances, the principal town on Rainy River, has a saw-mill and several flourishing stores and industries; its population is about 1,400. The region is reached during the season of navigation by steamer from Rat Portage on the main line of the C. P. R. The climate in winter, while being perhaps a few degrees colder than that of older Ontario, is remarkably healthful and pleasant, and the snow fall is not deep. Vegetation is luxuriant in the extreme; all the cereal and grass crops common to Ontario grow there, and garden crops flourish exceedingly. The country is well wooded with pine, oak, elm, ash, basswood, soft maple, poplar, birch, balsam, spruce, cedar and tamarack. Lumbering operations are extensively carried on, and there are well-equipped saw-mills on Rainy River, Rainy Lake and at Rat Portage. As a mining region the Rainy River district is yet in its infancy, but its possibilities in this regard are known to be very great. Numerous and valuable discoveries of gold and other minerals have been made throughout the district, and at the present time the country is attracting the attention of capitalists and investors. There are several important gold mines now being worked off the Lake of the Woods, Rainy Lake and Seine River, and elsewhere mining operations are being actively carried on. Thus the mining and lumbering industries combined afford the settler the best of markets for his produce at prices considerably higher than can be secured in Eastern Ontario. The land is owned and administered by the Government of Ontario (offices at Toronto), and free grants are made of 160 acres to a head of a family having children under 18 years of age residing with him (or her); and 120 acres to a single man over 18, or to a married man not having children under 18 residing with him; each person obtaining a free grant to have the privilege of purchasing 80 acres additional, at the rate of $1 (four shillings) per acre, payable in four annual instalments, with interest, and the patent may be issued at the expiration of three years from the date of location or purchase, upon completion of the settlement duties.

Any person may explore Crown lands for minerals and mining lands may be purchased outright or leased at rates fixed by the Mines Act. The minimum area of a location is forty acres. Prices range from $2 to $3 per acre, the highest price being for lands in surveyed territory and within six miles of a railway. The rental charge is at the rate of $1 per acre for the first year and 25 cents per acre for subsequent years; but the leasehold may be converted into freehold at the option of the tenant at any time during the term of the lease, in which case the first year's rent is allowed on the purchase money. A royalty of not more than 2 per cent is reserved, based on the value of the ore, less cost of mining and subsequent treatment for the market.

THE WABIGOON COUNTRY, RAINY RIVER DISTRICT.

North of the country bordering on the Rainy River, described above, and directly on the line of railway, is a section to which the Wabigoon River gives its name. Attention was first drawn to it two years ago by the Ontario Government establishing there what was called a "Pioneer Farm," for the purpose of demonstrating the agricultural capabilities of the country, which had hitherto remained undeveloped. The precise location of the farm is 215 miles east of Winnipeg, and 80 miles east of Rat Portage. After one year's successful experiment the land was thrown open for settlement (that is, in the spring of 1896), since which time it has been rapidly taken up. The settlers consist almost entirely of a good class of Ontario farmers, and the development of the country is being pushed forward with energy. A store and a saw-mill have already been started; colonization roads and bridges have been built, and the confidence and zeal witnessed in those who have located there augurs well for the future prosperity of the settlement.

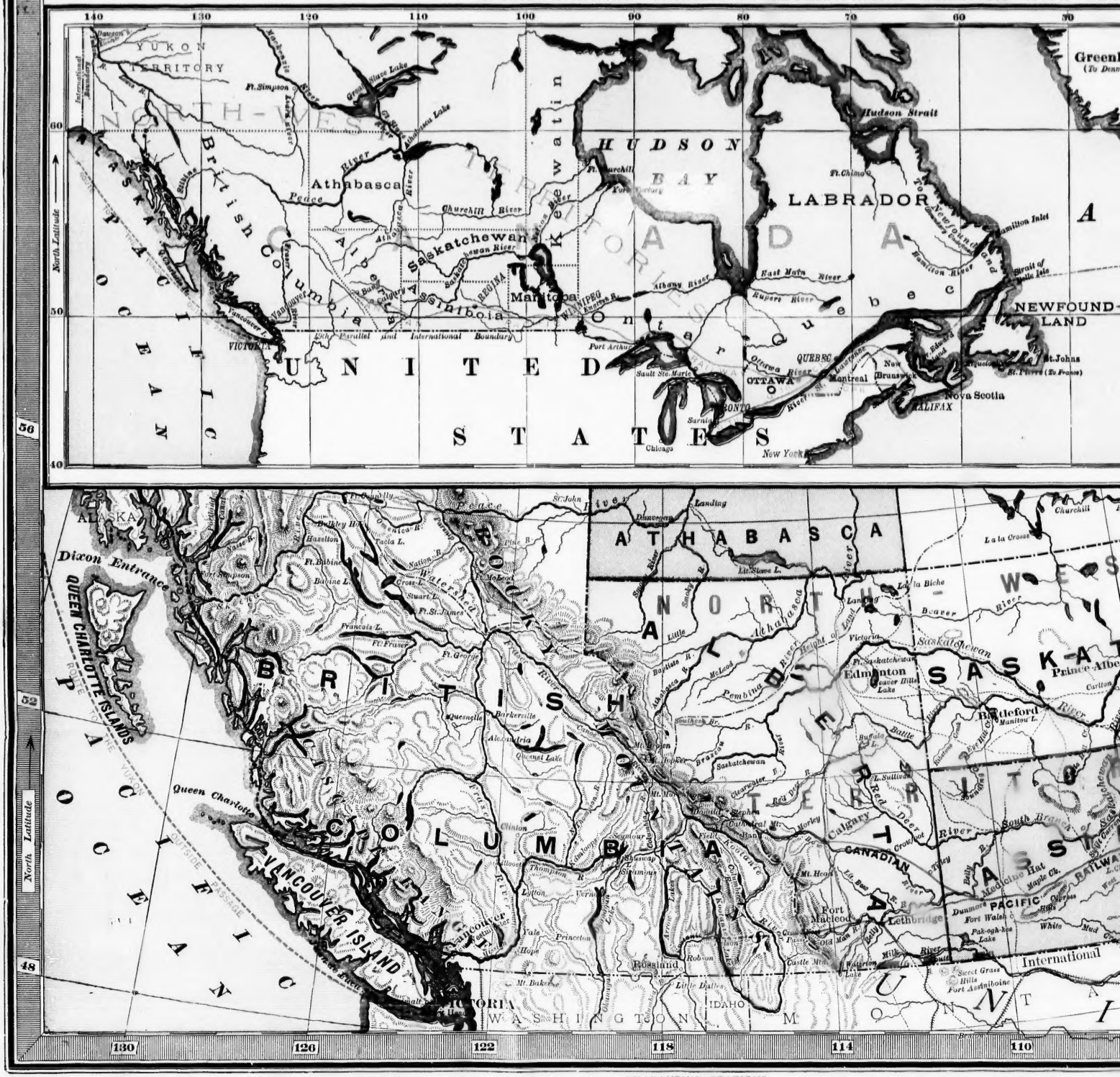
The land is not free grant, but it is sold to actual settlers only at fifty cents per acre (conditional on certain improvements), one-third down and the balance in three annual instalments. How much agricultural land there may be available at this point has not as yet been definitely ascertained, but it is known to be limited in extent. The chief advantages of the country are as follows:—First, the railway passes through it, which renders access easy at all times of the year, and places it within reach of such centres as Rat Portage and Winnipeg. Second, good markets are available, notably at Rat Portage, the centre of the milling and mining industries of the district. Third, the land, although not a prairie, is easily cleared. Some stretches are entirely destitute of timber, having been swept by forest fires, and require only a little underbrushing before the plough starts to work. Elsewhere the growth is light, and may be cleared with much less labour than is required in heavily timbered countries. At the same time, sufficient large timber for building purposes is to be found here and there, so that, as will be seen, the advantages of a prairie and of a timbered country are here combined to a large extent. The country is well watered, and possesses a good soil and a good climate. It is adapted to mixed farming, but particularly to dairying and stock-raising. A pamphlet giving fuller particulars may be had on application to the Ontario Department of Agriculture, at Toronto.

C.P.R. Tunnel.

Grain Elevators at Fort William, Lake Superior.

THE PINK TINT INDICATES BRITISH TERRITO

CHART SHEWING CANADA IN GEOGRAPHICAL RELATION WITH EUR

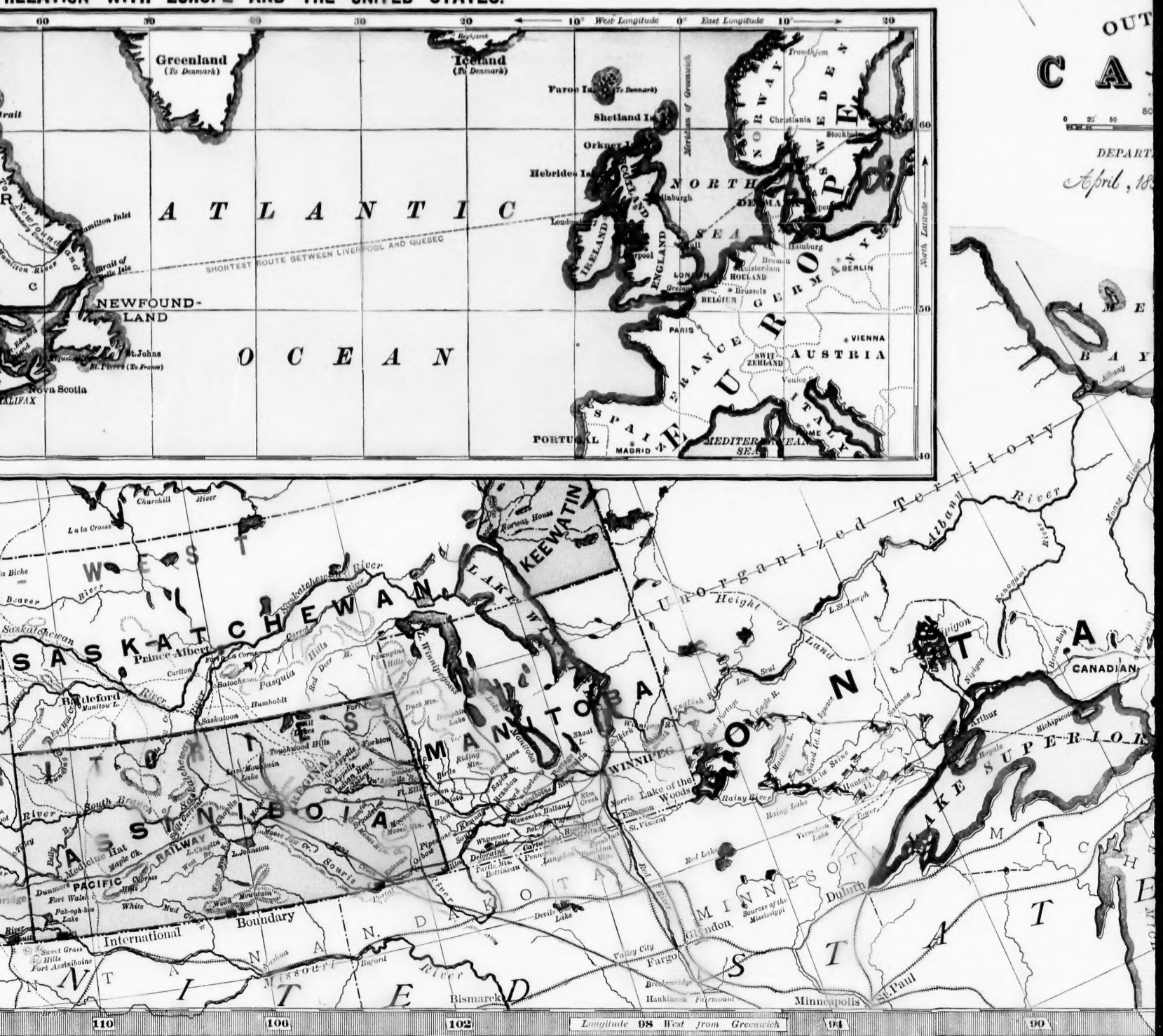


QUARANTINE STATIONS.

IMMIGRANT QUARANTINE STATIONS are established at Halifax, N. S., St. John, N. B., Charlottetown, P. E. I., Grosse Isle (near Quebec), and Albert Head (near Victoria), B. C.

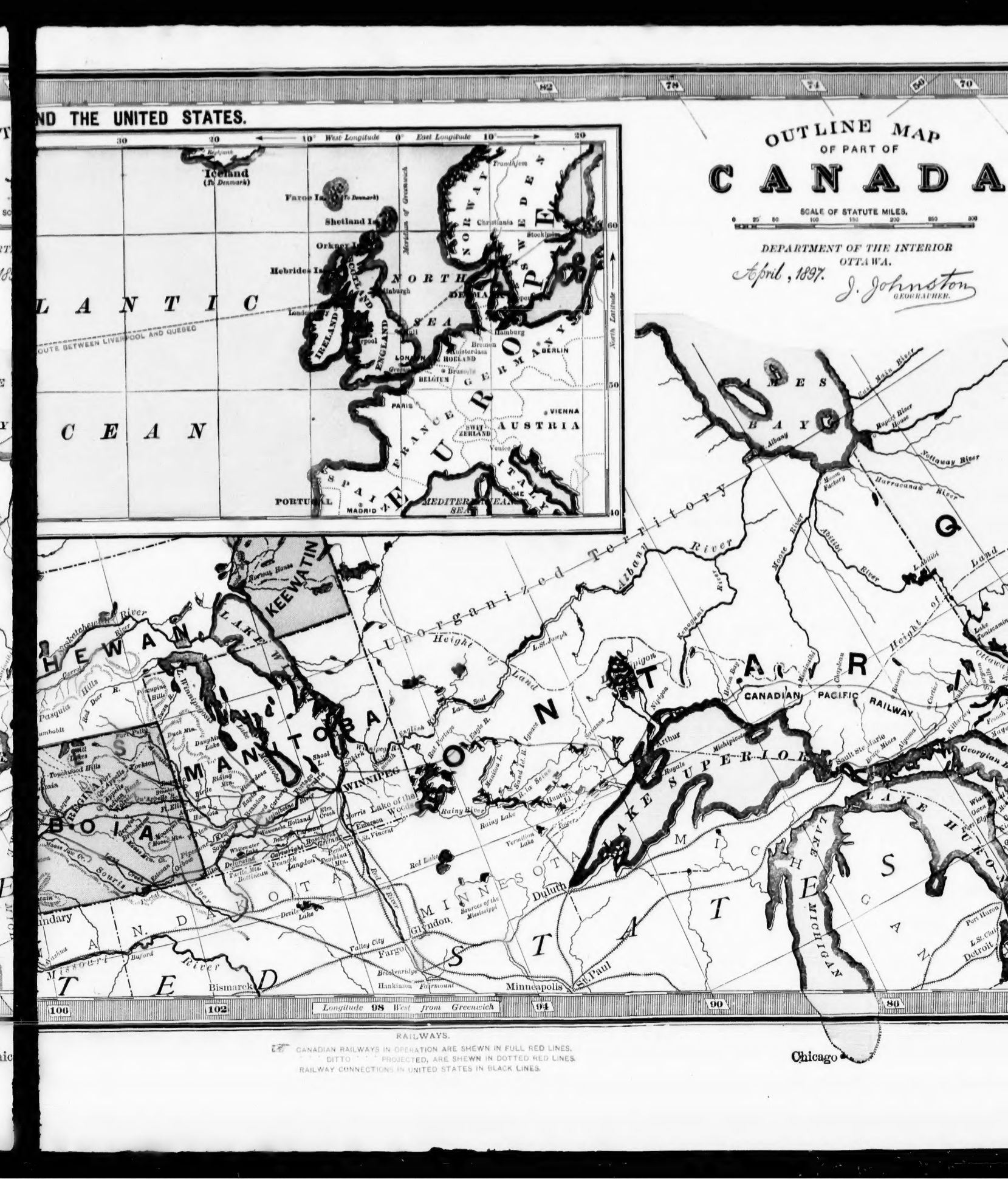
CATTLE QUARANTINE STATIONS are at Halifax, St. John, Charlottetown, Levis (Quebec), Point Edward (Sarnia), Emerson, Gretna, and the locations marked 1, 2, 3, 4, 5 and 6 (in red) on the International Boundary (49th parallel).

RELATION WITH EUROPE AND THE UNITED STATES.



RAILWAYS.

CANADIAN RAILWAYS IN OPERATION ARE SHEWN IN FULL RED LINES.
DITTO " " PROJECTED, ARE SHEWN IN DOTTED RED LINES.
RAILWAY CONNECTIONS IN UNITED STATES IN BLACK LINES.


ND THE UNITED STATES.
OUTLINE MAP
OF PART OF
CANADA
SCALE OF STATUTE MILES.
DEPARTMENT OF THE INTERIOR
OTTAWA.
April, 1897.
J. Johnston
GEOGRAPHER.
Iceland
(To Denmark)
Shetland Is.
Orkney Is.
Hebrides Is.
NORWAY
SWEDEN
EUROPE
NORTH SEA
GERMANY
ENGLAND
IRELAND
HOLLAND
BELGIUM
FRANCE
PARIS
AUSTRIA
VIENNA
BERLIN
SWITZERLAND
ITALY
SPAIN
PORTUGAL
MADRID
MEDITERRANEAN SEA
ATLANTIC OCEAN
CUTE BETWEEN LIVERPOOL AND QUEBEC
Hudson Bay
Albany
Moose Factory
Moose River
Abitibi River
Albany River
Height of Land
Lake Superior
CANADIAN PACIFIC RAILWAY
Port Arthur
Fort William
Duluth
Minnesota
Michigan
Lake Michigan
Lake Huron
Georgian Bay
Sault Ste Marie
Algoma
Michipicoten
Nipigon
Lake Nipigon
Rainy River
Rainy Lake
Lake of the Woods
Winnipeg
Manitoba
Keewatin
Lake Winnipeg
Saskatchewan
Regina
Assiniboia
Souris River
Devils Lake
Glendon
Sources of the Mississippi
Valley City
Fargo
Brekenridge
Hankinson
Fairmount
Bismarck
Minneapolis
St. Paul
Missouri River
Buford
Dakota
Chicago
Longitude 98 West from Greenwich
RAILWAYS.
CANADIAN RAILWAYS IN OPERATION ARE SHEWN IN FULL RED LINES.
DITTO PROJECTED, ARE SHEWN IN DOTTED RED LINES.
RAILWAY CONNECTIONS IN UNITED STATES IN BLACK LINES.

INE MAP
F PART OF
TADA
F STATUTE MILES.
T OF THE INTERIOR
OTTAWA.
J. Johnston
GEOGRAPHER.
NEWFOUNDLAND
ANTICOSTI ISLAND
GULF OF ST. LAWRENCE
CAPE BRETON ISLAND
PRINCE EDWD. I.D.
NEW BRUNSWICK
NOVA SCOTIA
HALIFAX
Bay of Fundy
QUEBEC
ONTARIO
MONTREAL
OTTAWA
TORONTO
Portland
Boston
New York
Philadelphia
Baltimore
Pittsburgh
Buffalo
Detroit
Utica
Albany
Hudson
LAKE ONTARIO
LAKE ERIE
LAKE HURON
Georgian Bay
ATLANTIC
UNITED STATES
PENNSYLVANIA
OHIO
Lake Nipissing
Lake Temiscamingue
Lake Timiskaming
Lake Mistassini
Grosse Isle
Yarmouth
Sable I.
Magdalen Islands
Anticosti I.
Height of Land
Latitude
North
50
70
60
62
58
55
44
02
40
30
80
82
78
74